



Questionnaire Survey Report

December 2017



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Introduction and Methodology

The Neighbourhood Plan for Grimsargh Village, launched in October 2016, is being drawn up by a Steering Committee of residents working with Grimsargh Parish Councillors. As part of the process of public consultation, a questionnaire survey was carried out with residents seeking their thoughts and ideas on a wide range of issues pertinent to the village of Grimsargh.

The paper questionnaire was distributed throughout the village with each household receiving one copy. Further copies were made available through the Grimsargh Neighbourhood Plan website and hard copies were available from the Post Office and the Village Hall. The website also hosted an online version of the questionnaire.

The closing date for the survey was 30th September 2017 and completed questionnaires could be returned to the Village Hall, St Michael's School, the village Post Office and the home addresses of the Parish Council Chairman and Vice Chairman.

A total of 258 paper completed questionnaires were returned along with 5 completed surveys submitted online. The final total of 263 questionnaires were passed to RCU for analysis. The data from the questionnaires was hand entered and analysed using RCU's specialist data analysis software. This report shows the results of the closed (tick box questions) and includes summaries and direct quotes from responses to the open (written comments) questions to highlight particular points.

The survey questions relating to housing, utilities/services and safety/security have been analysed by the home/work postcode of respondents.

Section 1: Summary of Findings

The Grimsargh Neighbourhood Plan survey achieved an excellent response with 263 completed questionnaires submitted by people who resided or worked in the village.

When asked to identify Grimsargh's assets as a village, respondents were most likely to highlight the village's countryside setting (including open and green spaces), access to the countryside and the rural character of the parish. Features associated with the community were also highly valued, especially Grimsargh's perceived "friendly and safe environment".

Over 90% thought the volume of traffic was a particular issue in the village and almost three-quarters expressed concern about the speed of traffic.

Four out of five respondents disagreed that there was a need for new homes in Grimsargh and half of all respondents disagreed strongly.

Although a large majority of residents did not see the need for new homes, some property types would appear to be more acceptable than others. The preference was for affordable homes with a local connection, retirement or extra care housing and bungalows. Very few residents supported the building of larger homes with 4 or more bedrooms.

The filling of gaps between existing houses in built up areas and small scale developments were seen as the most appropriate development types.

Brownfield sites were seen as the most acceptable type of location for development with agreement from almost three-quarters of respondents. Just over half also thought that the conversion of agricultural buildings would be acceptable. Less than one in ten respondents would be happy to see development on greenfield sites outside the existing boundary.

The vast majority of respondents agreed that new houses should have sufficient off-street parking and also that there should be defined pavements on both sides of the road and the provision of good pedestrian access to local facilities.

Most respondents agreed that any new homes should incorporate recognised ecological features such as swift bricks.

Well over 90% thought that speeding on the main road through Grimsargh was unacceptable and well over 80% agreed that speeding was not acceptable on Whittingham Lane.

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There was a clear majority in favour of speed cameras but opinion was divided on the use of Community Speed Watch with roughly equal numbers agreeing and disagreeing. Three quarters of respondents thought that Grimsargh needs additional crossings and refuge islands in the village.

Almost all respondents said that they used a motor vehicle and approaching 90% said they used it often. Most also walked, with two-thirds saying they did so often. The most frequent bus users were those aged under sixteen with almost 60% saying they used the bus often or sometimes.

Well over a third of respondents said they cycled sometimes or often although this rose to almost two-thirds among the under sixteens.

Just under a third of households had one motor vehicle and half had two. Around one in eight households had three or more vehicles and only 4% were without one. The average number of vehicles per household was 1.8.

Public Rights of Way (PROWs) were used by well over three-quarters of those taking part in the survey. Only one in eight said they never used them.

Two thirds of respondents believed that the mobile signal in their home or where they work in Grimsargh was poor and over half thought that the broadband availability where they live or work was poor.

For the majority of respondents, sewage and drainage is not a great concern where they live or work in Grimsargh. However, almost a third had experienced problems and for around one in eight respondents, sewage and drainage were a particular concern.

The idea of introducing a local online business directory was supported by three-quarters of respondents. Suggestions for creating employment opportunities in the village included the introduction of a supermarket, restaurant/gastro pub, pharmacist and cafe/coffee shop.

Most Grimsargh residents did not see the need for more commerce and industry in the village. Two thirds also thought that retail facilities in the village are currently adequate.

Less than two thirds of respondents said they were satisfied with the National Health Service (NHS) facilities within the area.

Over 90% of people taking part in the survey believe that Grimsargh is a safe place to live. However, the response was much less positive on the issue of policing. Well over half disagreed or strongly disagreed that services provided by the police in the village are adequate.



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Many residents highlighted the need for a doctor's and dentist's surgery in the village, complaining that they currently had to travel to Longridge or Preston for these services.

Grimsargh's public footpaths and green spaces appear to be widely used for exercise by residents to improve their health and wellbeing. Many residents would also like to see the Village Hall used for more health and wellbeing classes, including Yoga, Pilates and general exercise.

Almost all respondents were in agreement that the Village Hall is an important asset to the village, with two-thirds strongly agreeing. The War Memorial and Wetlands were rated almost as highly in terms of importance to Grimsargh.

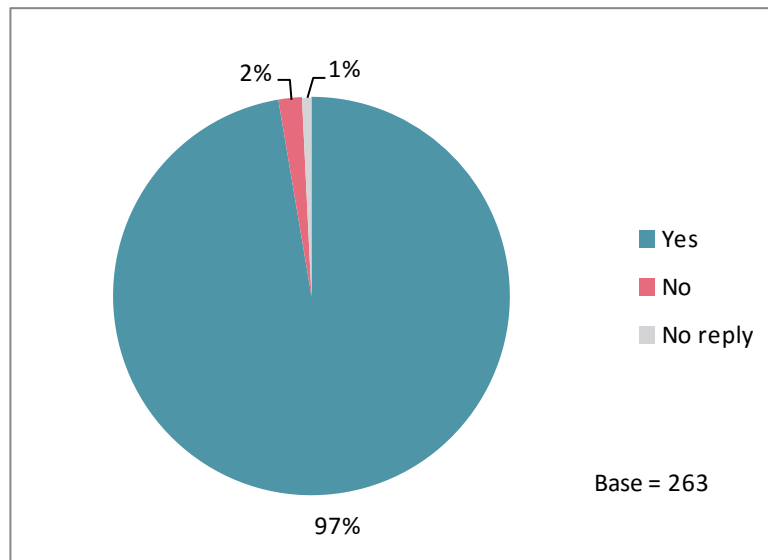
The vast majority of respondents agreed that the green open spaces in Grimsargh are important to the identity of the village. The village green and its nature features including the bug hotel, pond, wildflower meadow and willow weaving, were viewed as particularly important.



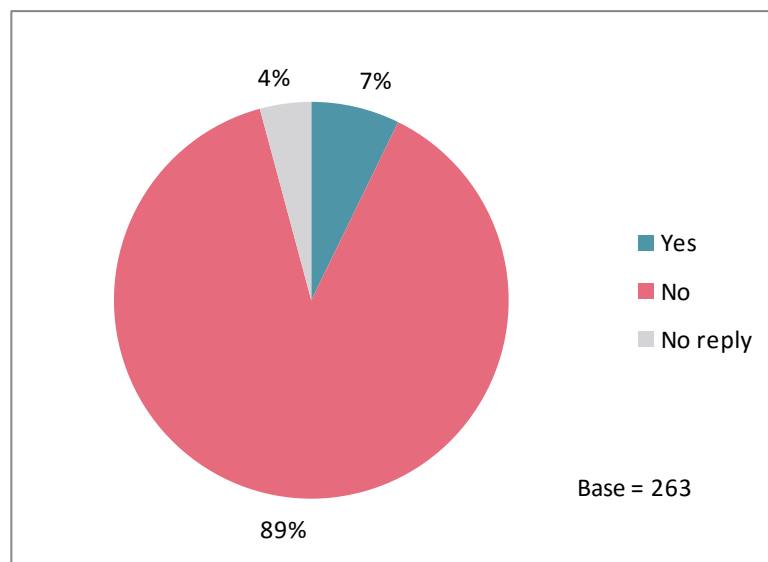
Section 2: General Information

The respondents were asked to say whether they lived or worked in Grimsargh. The charts below show the results.

Do you live in Grimsargh?



Do you work in Grimsargh?



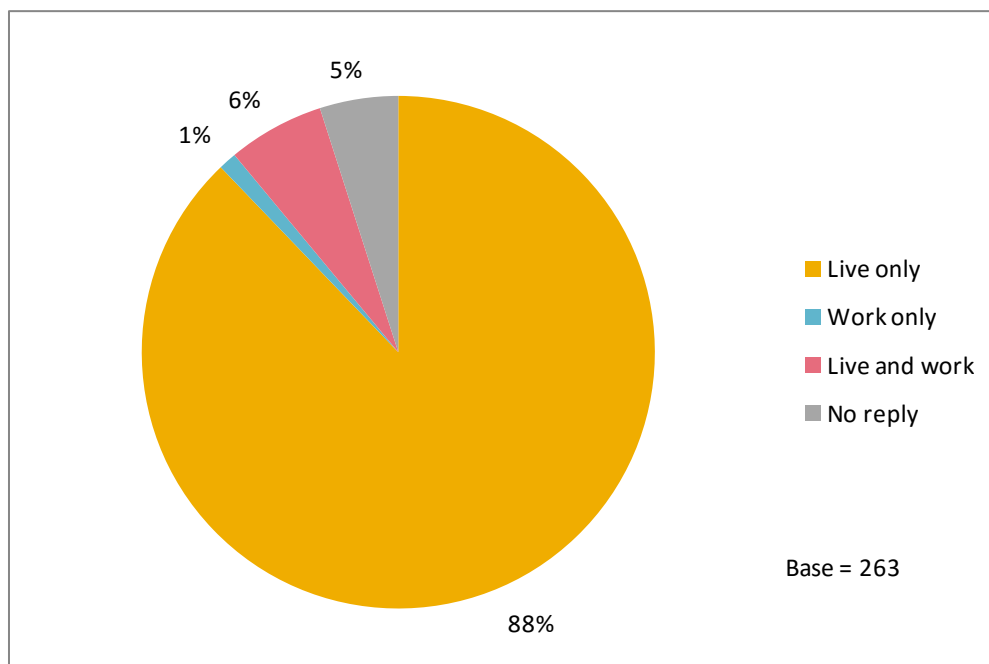
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The following chart combines the responses to the first two questions to produce a profile of respondents in terms of where they live and work.

Live and/or work in Grimsargh?



The vast majority of respondents live in Grimsargh but do not work there. Just 6% do both and only 3 respondents work in Grimsargh but do not live there.

In order to link any particular issues to geographical areas within the Parish, respondents were asked to give their home postcode or the postcode of their place of work if they did not live in Grimsargh. To enable this analysis, postcodes were allocated to the groupings in the table below (2 respondents did not give their postcode).

Area	Responses	Abbreviation
Central - Whittingham Lane, Yew Tree/Lynwood, Nooks, etc	60	Central
Industrial Estates or out of area	6	Work/ Outside
Lower Preston Road/Ribblesdale Drive Area	45	Ribblesdale Area
Redrow & The Pastures	46	Redrow/ Pastures
The Hills & Longridge Road (to Turners)	39	The Hills area
Upper Preston Road, Tunbrook/Lindale - Village Hall up	65	Upper End

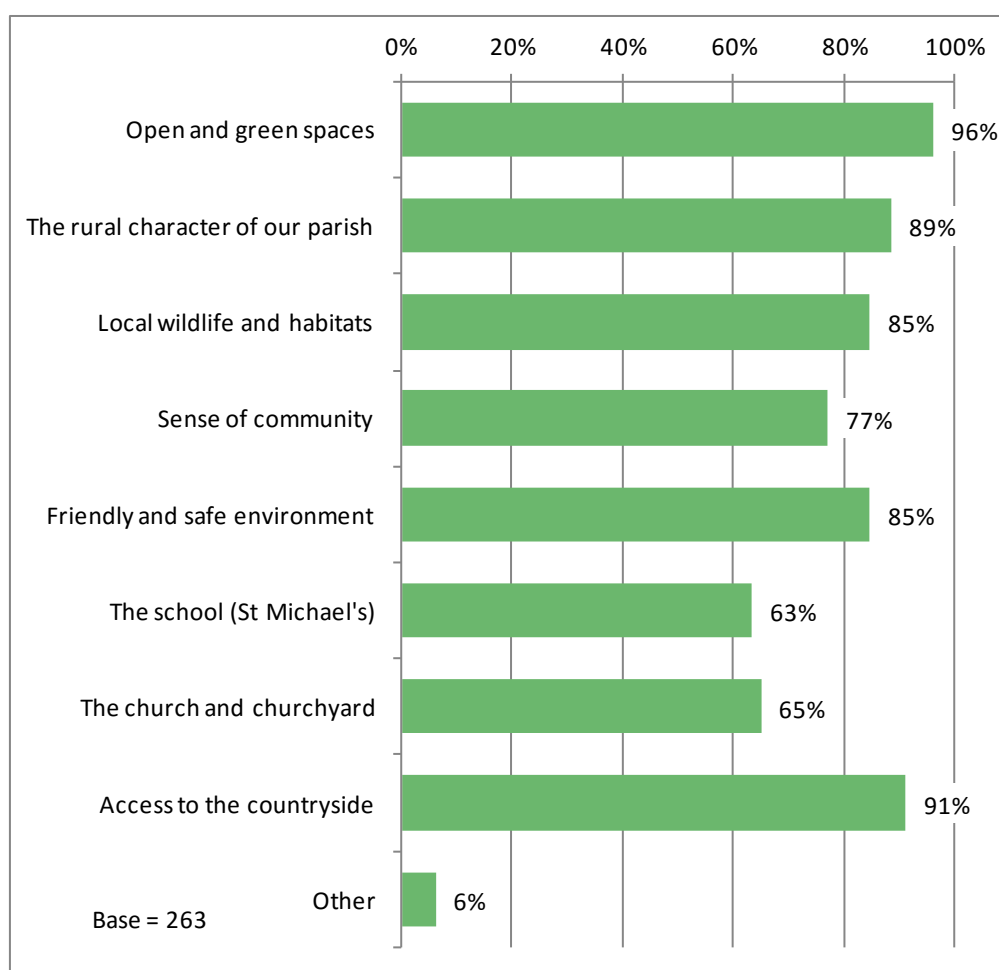
A full list of postcodes within each area is shown in Appendix 1. There were insufficient responses within the Work/Outside group for analysis.



Section 3: The Community

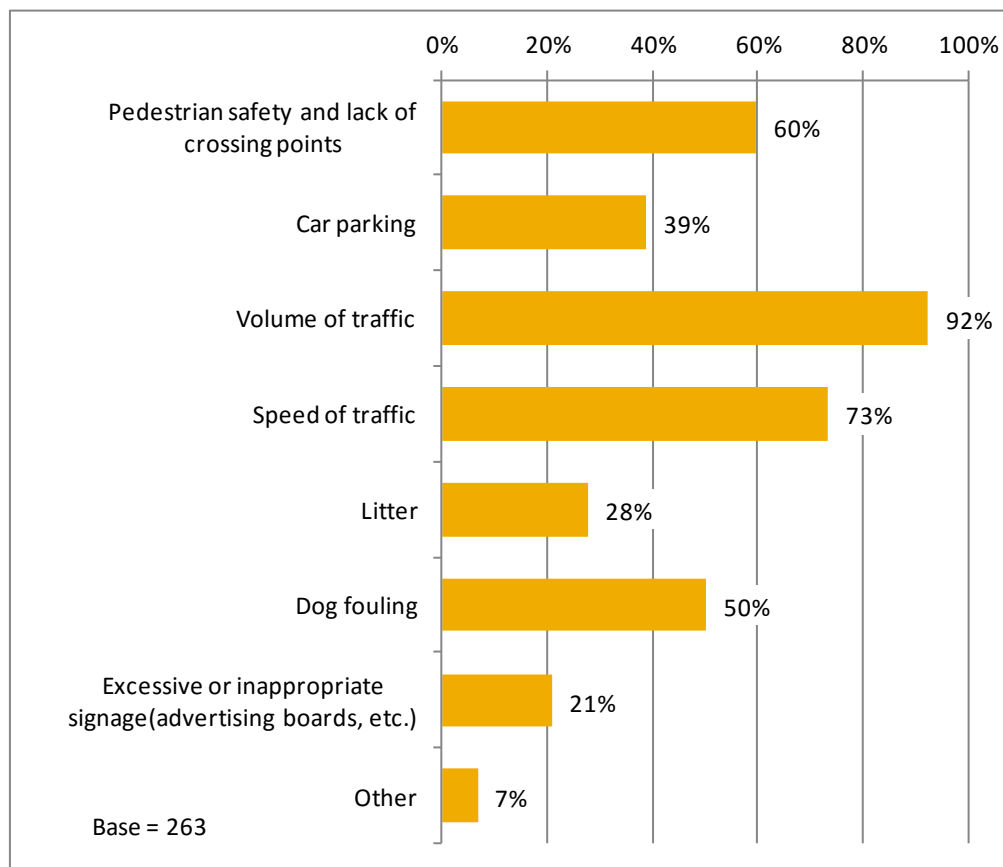
This section of the questionnaire asked respondents about what they considered to be the assets, strengths or positive features of the Grimsargh community. The respondents were presented with a list of features the village possesses and were asked to identify the one that they considered to be the most important.

The most important features of Grimsargh



Features associated with the rural nature of the parish, including open green spaces and access to the countryside were the most likely to be identified by respondents as the most important. Features associated with the community were also highly valued, especially Grimsargh's perceived "friendly and safe environment". Other aspects identified by respondents included local shops, the post office, the pub, the children's play area and access to the M6.

Perceived weaknesses and negative features



A list of potential negative features of the parish was presented to respondents and they were asked to identify which ones they felt were of most concern. Over 90% thought the volume of traffic was a particular issue and almost three-quarters expressed concern about the speed of traffic. Associated with this, pedestrian safety and lack of crossing points was identified by 60% of respondents. Half of the respondents were concerned about dog fouling and Douglas Lane was specifically mentioned by a number of respondents. Almost 40% were concerned about car parking. However, litter and inappropriate signage were seen as relatively less important overall.

Other negative aspects perceived by respondents included: excessive new housing, planning and development; not enough crossings through the village; lack of affordable housing for younger and older residents; lack of cycle ways; pavements blocked by parked cars; traffic lights on main road when new houses being built.

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The table below shows perceived negative features broken down by the area in which respondents live.

**Perceived weaknesses and negative features
broken down by the areas in which respondents live**

	Central	Ribblesdale Area	Redrow/ Pastures	The Hills Area	Upper End
Base	60	45	46	39	65
Pedestrian safety and lack of crossing points	68%	56%	52%	74%	49%
Car parking	50%	33%	37%	21%	45%
Volume of traffic	92%	89%	87%	100%	94%
Speed of traffic	83%	73%	54%	79%	75%
Litter	35%	33%	37%	26%	15%
Dog fouling	47%	69%	70%	36%	38%
Excessive or inappropriate signage	18%	22%	28%	15%	18%
Other	2%	4%	4%	18%	8%
No reply	3%	4%	-	-	2%

Individual cells within the table are highlighted in red, with the highest percentage figure in the darkest shade, through to the lowest in the lightest shade.

The volume of traffic was seen as the biggest issue by residents across all five areas. All of the respondents from The Hills area perceived this to be a particular negative feature of Grimsargh.

The speed of traffic was also seen as a major issue, although less so to the residents within the Redrow / Pastures area compared to respondents living in the other area.

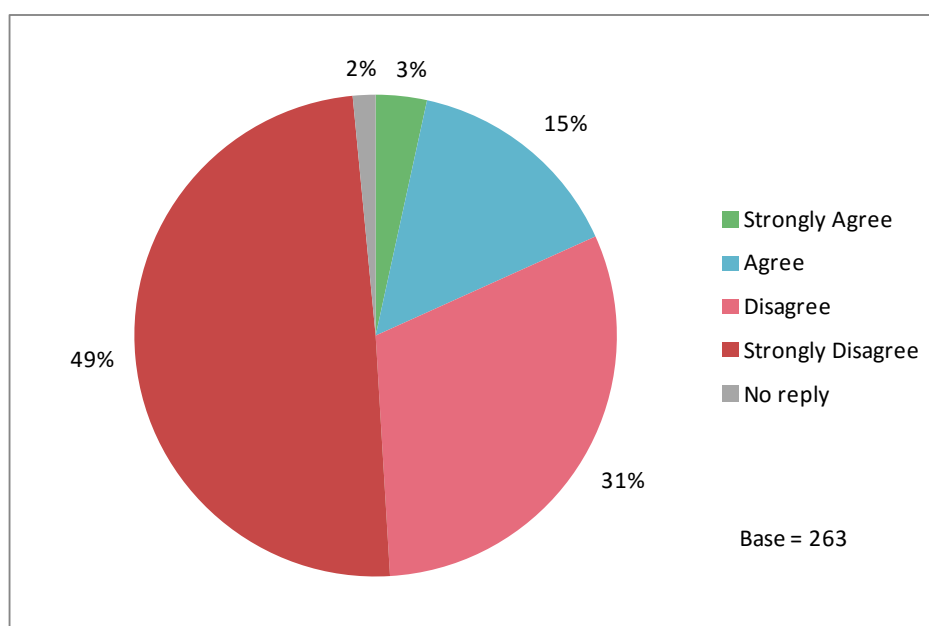
Pedestrian safety and lack of crossing points was also a major concern, particularly among those living in the Central and The Hills areas.

Over two-thirds of residents from the Redrow / Pastures and Ribblesdale areas perceived dog fouling to be a particular issue as did almost half of those living in the Central area.

Section 4: New Homes

In order for the Council to gain a better understanding of local people's views on house building and development in Grimsargh, respondents were asked a series of questions which explored their views on the need for new properties and the type of development in which they would be most in favour of seeing.

There is a need for new homes in Grimsargh



Four out five respondents disagreed that there was a need for new homes in Grimsargh and half disagreed strongly with the statement. The table below shows the breakdown by area.

	Central	Ribblesdale Area	Redrow/ Pastures	The Hills area	Upper End
Base	60	45	46	39	65
Strongly Agree	0%	7%	11%	0%	0%
Agree	12%	16%	11%	15%	19%
Disagree	28%	24%	35%	39%	32%
Strongly Disagree	58%	53%	44%	46%	45%
No reply	2%	0%	0%	0%	5%

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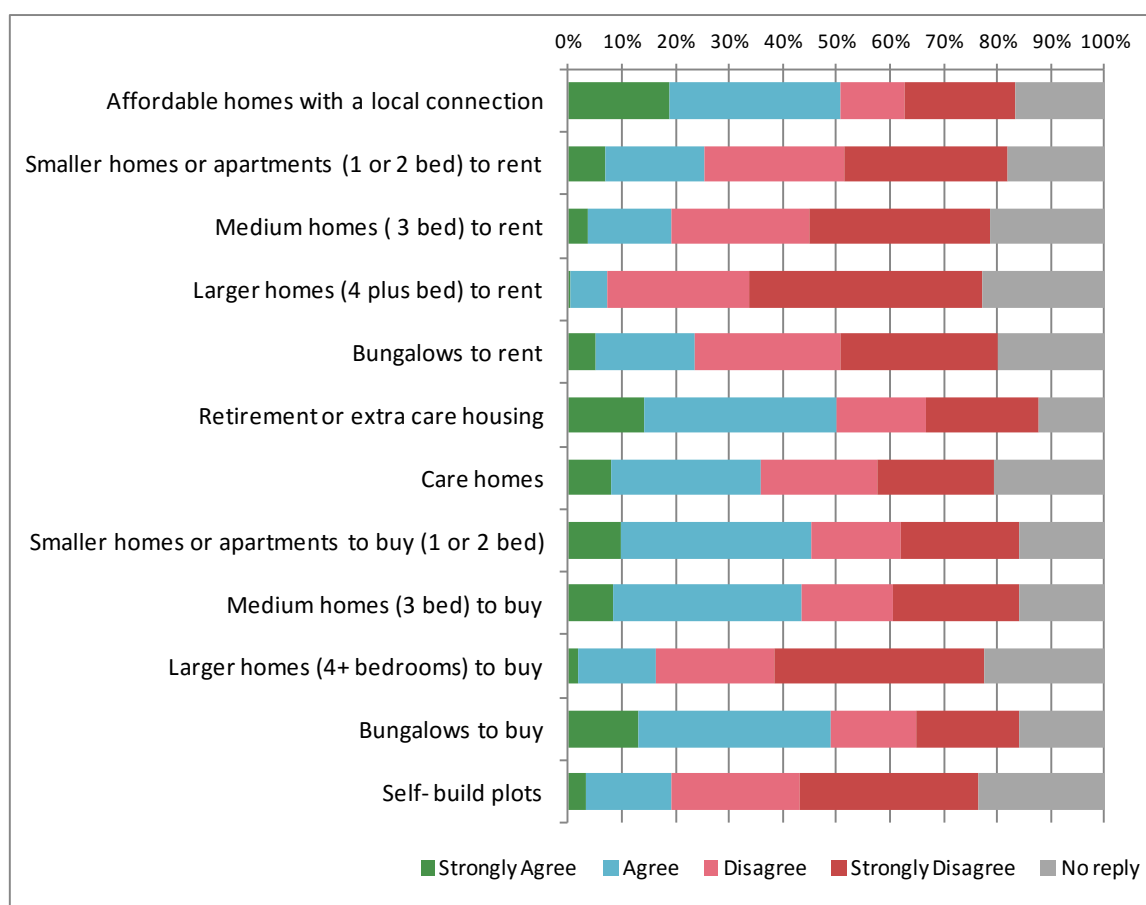
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The level of disagreement with the statement “There is a need for new homes in Grimsargh” was very high across all areas but particularly high in the Central area where 86% of respondents disagreed or strongly disagreed.

The respondents were asked what type of property they would be most in favour of seeing if a case was made for more development, irrespective of their views on whether or not there was a need.

Preferred property types if new homes were to be provided



Base = 263

The percentage figures relating to the chart above are shown on the following page.

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Preferred property types if new homes were to be provided

	Strongly Agree	Agree	Disagree	Strongly Disagree	No reply
Affordable homes with a local connection	19%	32%	12%	21%	17%
Smaller homes or apartments (1 or 2 bed) to rent	7%	19%	26%	30%	18%
Medium homes (3 bed) to rent	4%	16%	25%	34%	21%
Larger homes (4 plus bed) to rent	0%	7%	27%	43%	23%
Bungalows to rent	5%	19%	27%	30%	20%
Retirement or extra care housing	14%	36%	16%	21%	12%
Care homes	8%	28%	22%	22%	21%
Smaller homes or apartments to buy (1 or 2 bed)	10%	35%	17%	22%	16%
Medium homes (3 bed) to buy	8%	35%	17%	24%	16%
Larger homes (4+ bedrooms) to buy	2%	14%	22%	39%	22%
Bungalows to buy	13%	36%	16%	19%	16%
Self- build plots	3%	16%	24%	33%	24%

Base = 263

The property types receiving most support were affordable homes with a local connection, retirement or extra care housing and bungalows, with around half of respondents identifying these types of buildings. Larger homes with four or more bedrooms, whether to buy or rent, received very little support from respondents.

Many respondents commented that they did not feel the local infrastructure could sustain any more developments. It was also said there was a lack of housing provision for disabled/older residents and there were too many expensive houses.

The charts and tables on the following pages analyse the responses for each of the five geographical areas.

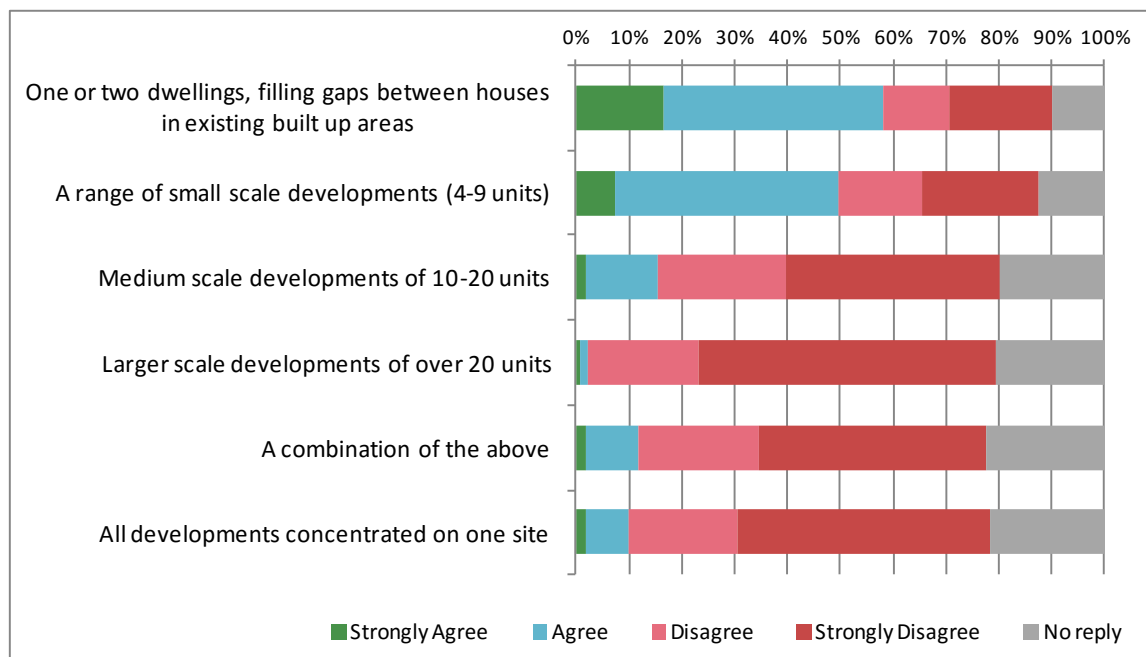
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Respondents were presented with a list of development types and asked to say the extent to which each one would be appropriate for Grimsargh.

Views on most appropriate development types



	Strongly Agree	Agree	Disagree	Strongly Disagree	No reply
One or two dwellings, filling gaps between houses in existing built up areas	17%	41%	13%	19%	10%
A range of small scale developments (4-9 units)	7%	43%	16%	22%	13%
Medium scale developments of 10-20 units	2%	14%	24%	41%	20%
Larger scale developments of over 20 units	1%	2%	21%	56%	21%
A combination of the above	2%	10%	23%	43%	22%
All developments concentrated on one site	2%	8%	21%	48%	22%

Base = 263

The filling of gaps between existing houses in built up areas was seen as the most acceptable form of development with just under 60% of respondents agreeing this was the most appropriate, although a third of respondents disagreed or strongly disagreed. The only other type of development with support from a significant number of respondents was a range of small scale developments of 4-9 units, with 50% agreeing it was one of the most appropriate. A number of residents commented that all brownfield sites should be used before any other site.



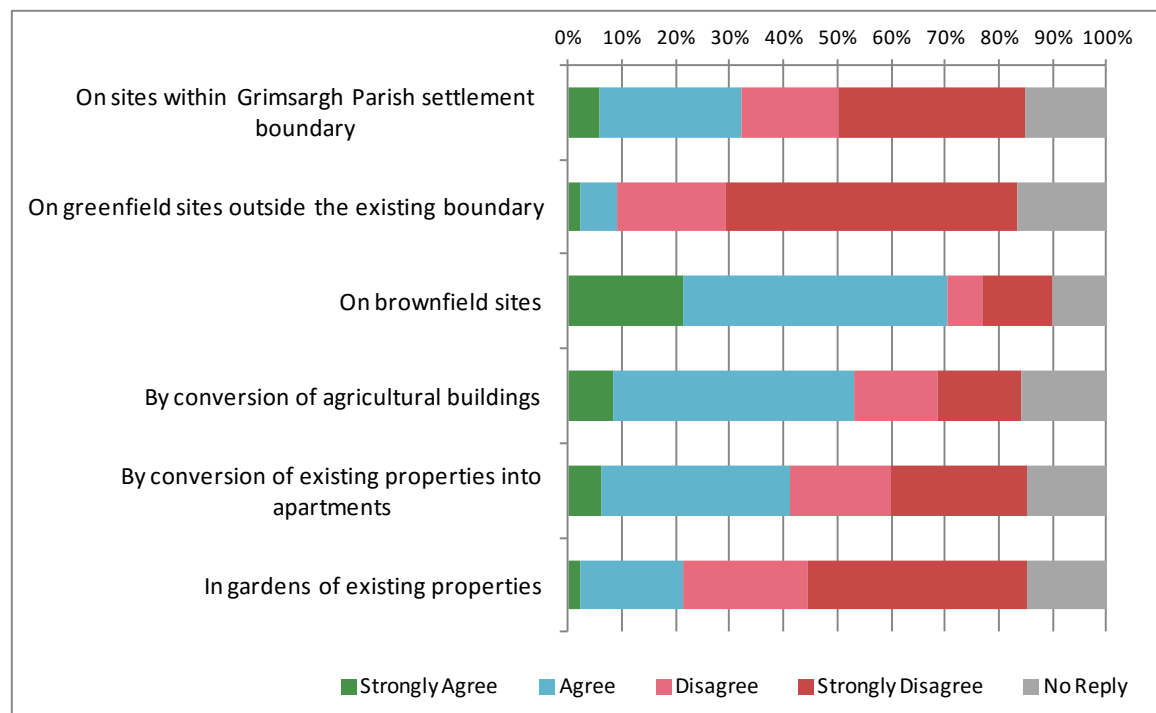
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The respondents were presented with a list of potential locations for new developments and were asked to say which would be the most acceptable.

Types of location that would be acceptable for development



	Strongly Agree	Agree	Disagree	Strongly Disagree	No reply
On sites within Grimsargh Parish settlement boundary	6%	27%	18%	35%	15%
On greenfield sites outside the existing boundary	3%	8%	24%	65%	20%
On brownfield sites	24%	54%	7%	15%	11%
By conversion of agricultural buildings	10%	53%	18%	19%	19%
By conversion of existing properties into apartments	7%	41%	22%	30%	17%
In gardens of existing properties	3%	22%	27%	48%	17%

Base = 263



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Brownfield sites were seen as the most acceptable type of location for development with agreement from almost three-quarters of respondents, although one in five disagreed or strongly disagreed. Just over half the respondents thought that conversion of agricultural buildings would be an acceptable type of location and just over 40% saw the conversion of existing properties into apartment as acceptable.

Less than a quarter of respondents were in favour of new developments in gardens of existing properties and less than 10% agreed that development on greenfield sites outside the existing boundary was acceptable.

The charts and tables on the following pages analyse the responses for each of the five geographical areas.



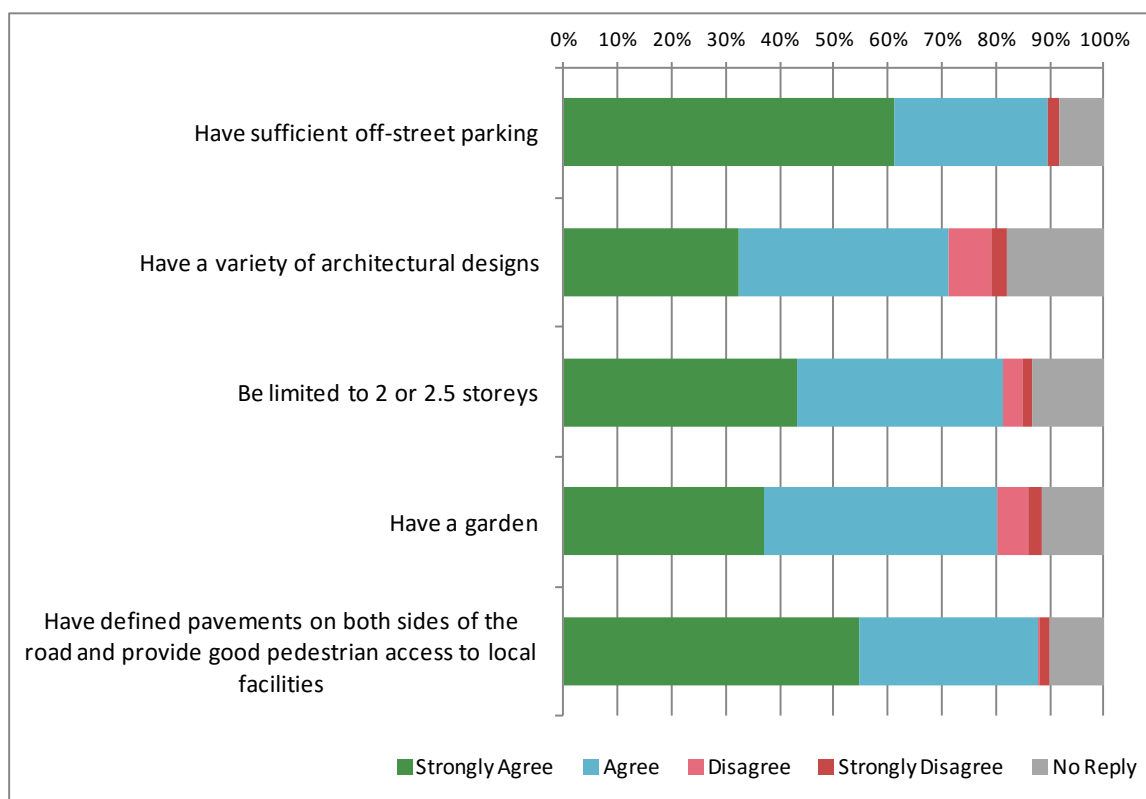
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A list of principles that could potentially influence the design of new houses was presented on the questionnaire and respondents were asked to what extent they agreed or disagreed that each should be used.

Principles that should influence the design of new houses



	Strongly Agree	Agree	Disagree	Strongly Disagree	No reply
Have sufficient off-street parking	61%	29%	0%	2%	8%
Have a variety of architectural designs	32%	39%	8%	3%	18%
Be limited to 2 or 2.5 storeys	43%	38%	3%	2%	13%
Have a garden	37%	43%	6%	3%	11%
Have defined pavements on both sides of the road and provide good pedestrian access to local facilities	55%	33%	0%	2%	10%

Base = 263

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The vast majority of respondents agreed that new houses should have sufficient off-street parking and also that there should be defined pavements on both sides of the road and the provision of good pedestrian access to local facilities.

Almost three quarters of respondents agreed that new houses should have a variety of architectural designs although this was seen as relatively less important.

The charts and tables on the following pages analyse the responses for each of the five geographical areas.

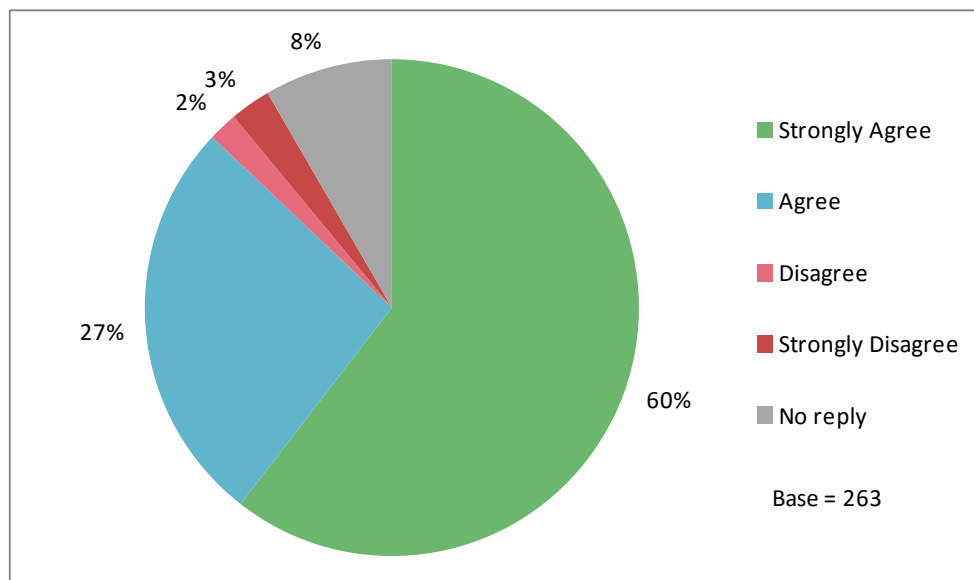
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The respondents were asked for their views on the elimination of leasehold tenures for new homes. The results are shown below.

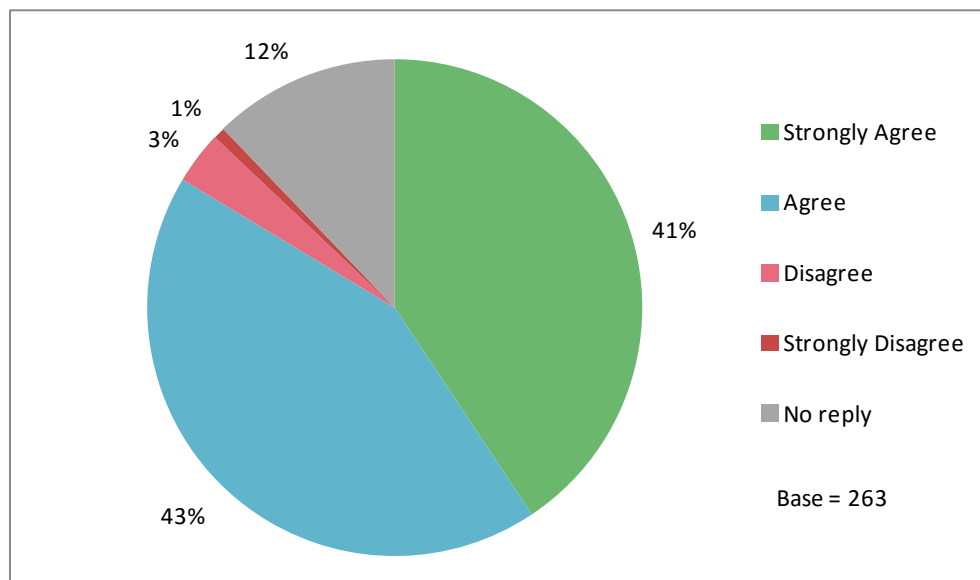
Agreement with the proposed government move towards generally eliminating leasehold tenures for new house sales



Agreement was very high with the statement, with only a small number of respondents in disagreement. The charts and tables on the following pages show the results according to where respondents live.

The final question in the section on housing referred to the need for ecological features for any new homes in Grimsargh.

Agreement that new homes should incorporate any recognised ecological features, e.g. swift bricks



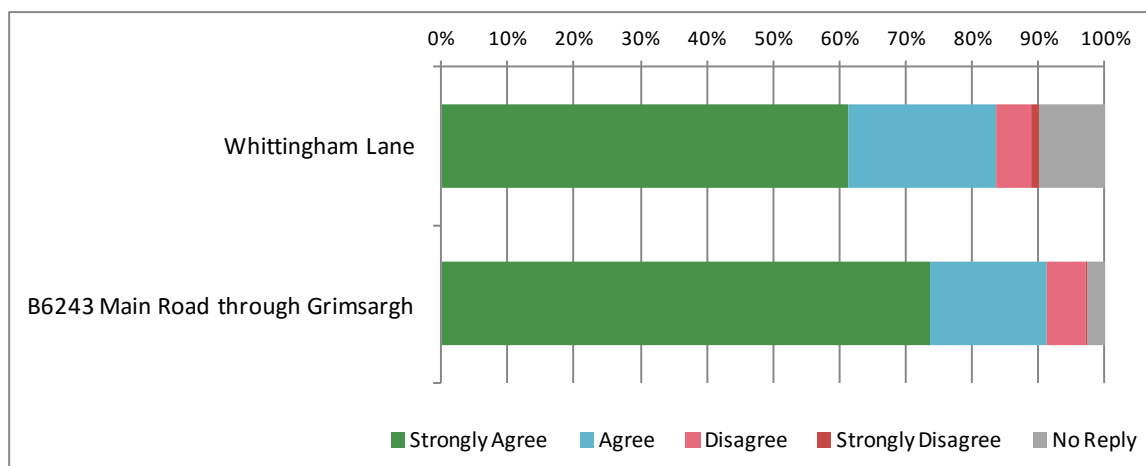
The “no reply” tally on this statement was relatively high; particularly from those respondents living in the Central and Ribblesdale areas, which may suggest some respondents did not fully understand the question. Most of those who responded agreed with the statement.

The charts and tables on the following pages analyse the responses for each of the five geographical areas.

Section 5: Roads and General Highway Safety

The chart below shows the level of agreement that the locations named are areas of concern with regard to the speed of traffic through Grimsargh.

Speeding traffic is unacceptable in the following areas



	Strongly Agree	Agree	Disagree	Strongly Disagree	No reply
Whittingham Lane	61%	22%	5%	1%	10%
B6243 Main Road through Grimsargh	74%	17%	6%	0%	3%

Base = 263

Well over 90% thought that speeding on the main road through Grimsargh was unacceptable and almost three-quarters strongly agreed. Agreement that speeding was unacceptable on Whittingham Lane was a little lower but still extremely high.

Others areas identified by respondents included Lynwood Avenue, Yewtree Avenue Ribblesdale Drive, Waingate and Nook Glade. Also the road section between Alston Lane and Elston Lane. Other respondents mentioned the mini roundabout at the entrance to Douglas Lane which they said has seen many accidents.

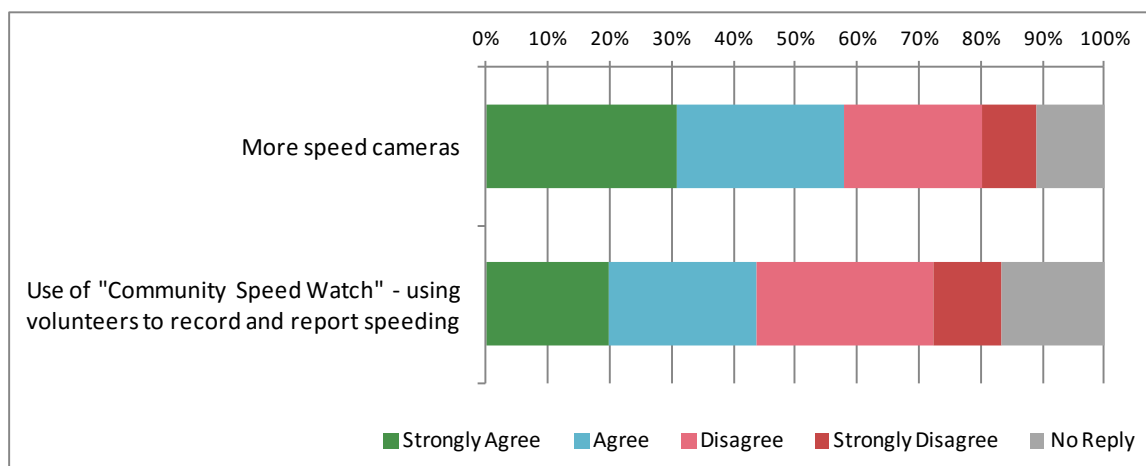
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Respondents' views on possible measures to curb speeding are shown below.

Measures to tackle speeding



	Strongly Agree	Agree	Disagree	Strongly Disagree	No reply
More speed cameras	31%	27%	22%	9%	11%
Use of "Community Speed Watch" - using volunteers to record and report speeding	20%	24%	29%	11%	17%

Base = 263

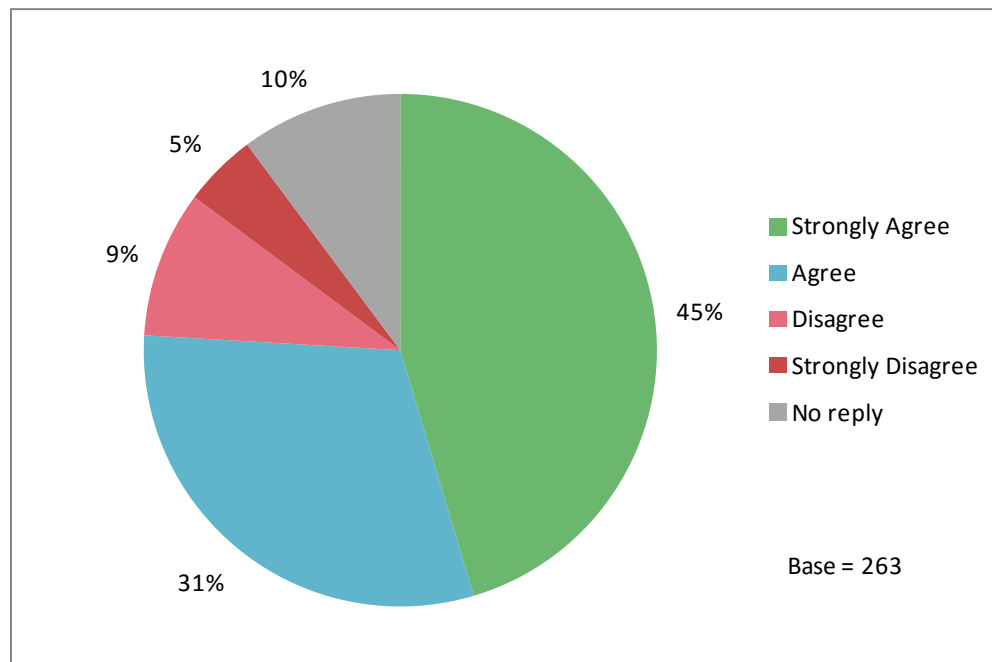
There was a clear majority in favour of speed cameras but opinion was divided on the use of Community Speed Watch with roughly equal numbers agreeing and disagreeing.

Respondents' suggestions for tackling speeding included: more crossings through Grimsargh; speed bumps; speed warning lights (smiley/unhappy faces) on main road through Grimsargh; average speed cameras through the village; bypass avoiding village when travelling to Longridge.

The respondents were also asked if they had mobility or road safety issues. Many mentioned uneven pavements and inconsiderate parking on pavements. Others mentioned a lack of hedge maintenance and some areas that were not lit making them unsafe.

The chart below shows respondents' views on additional aids to pedestrians crossing the road being installed.

Grimsargh needs additional crossing(s) / refuge island(s) in the village



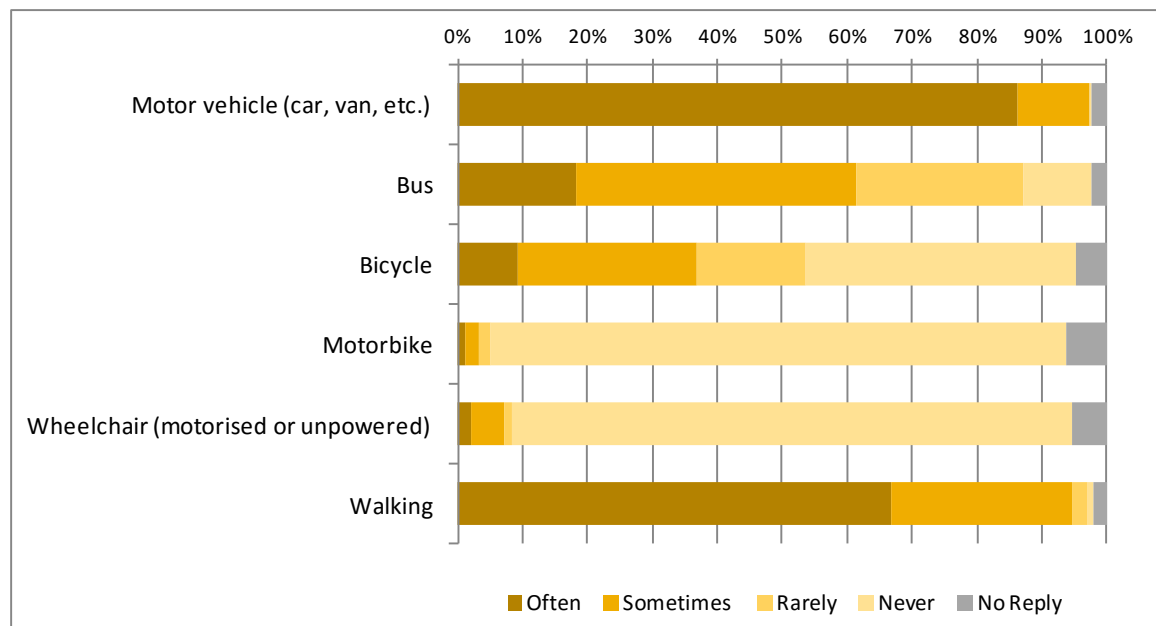
Three quarters of respondents agreed that such measures should be put in place with almost half strongly agreeing.

When asked to identify where crossings were most needed, locations near the church, school and village green were cited most frequently. Many respondents stated the crossings would be best located near bus stops on Preston Road. It was suggested that there should be crossings at either end of the village as currently there was only one in the centre.

Section 6: Transport

The respondents were asked to indicate the level of their personal use of each of the modes of transport listed in the chart.

Use of transport



	Often	Sometimes	Rarely	Never	No Reply
Motor vehicle (car, van, etc.)	86%	11%	0%	0%	2%
Bus	18%	42%	25%	10%	2%
Bicycle	9%	26%	16%	39%	5%
Motorbike	1%	2%	2%	81%	6%
Wheelchair (motorised or unpowered)	2%	5%	1%	78%	5%
Walking	65%	27%	2%	1%	2%

Base = 263

Almost everyone indicated that they used a motor vehicle at least sometimes with approaching 90% saying they used it often. Almost everyone also said they walked at some time with two-thirds saying they did so often.

Almost 90% said they used the bus on occasion although less than one in five was a frequent user and almost a third said they only used it sometimes or rarely.

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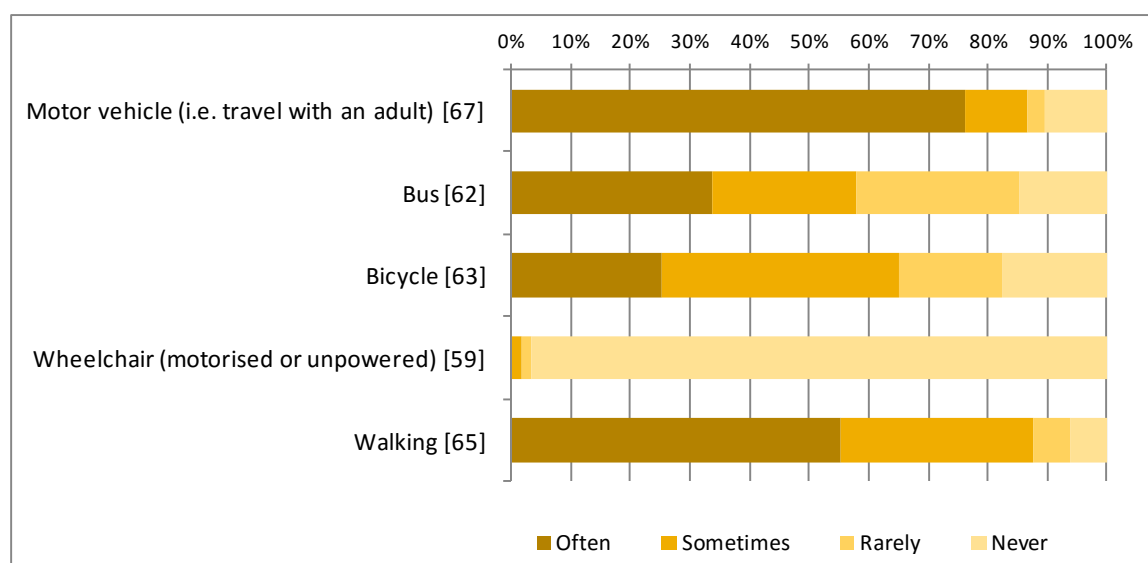
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Bicycles were used by over half the respondents although under 20% were frequent users. Wheelchair users made up 8% of respondents and motorbike users made up 5%.

A question on the use of transport was included specifically for respondents aged under sixteen. Please note that the chart does not include “no replies” as it is not possible to determine how many under sixteen year olds took part in the survey. The number answering each question is shown in square brackets in the chart below.

Use of transport (under sixteen year olds)



	Often	Sometimes	Rarely	Never	No Reply
Motor vehicle (i.e. travel with an adult) [67]	76%	10%	3%	10%	25%
Bus [62]	34%	24%	27%	15%	24%
Bicycle [63]	25%	40%	17%	17%	24%
Wheelchair (motorised or unpowered) [59]	0%	2%	2%	97%	22%
Walking [65]	55%	32%	6%	6%	25%

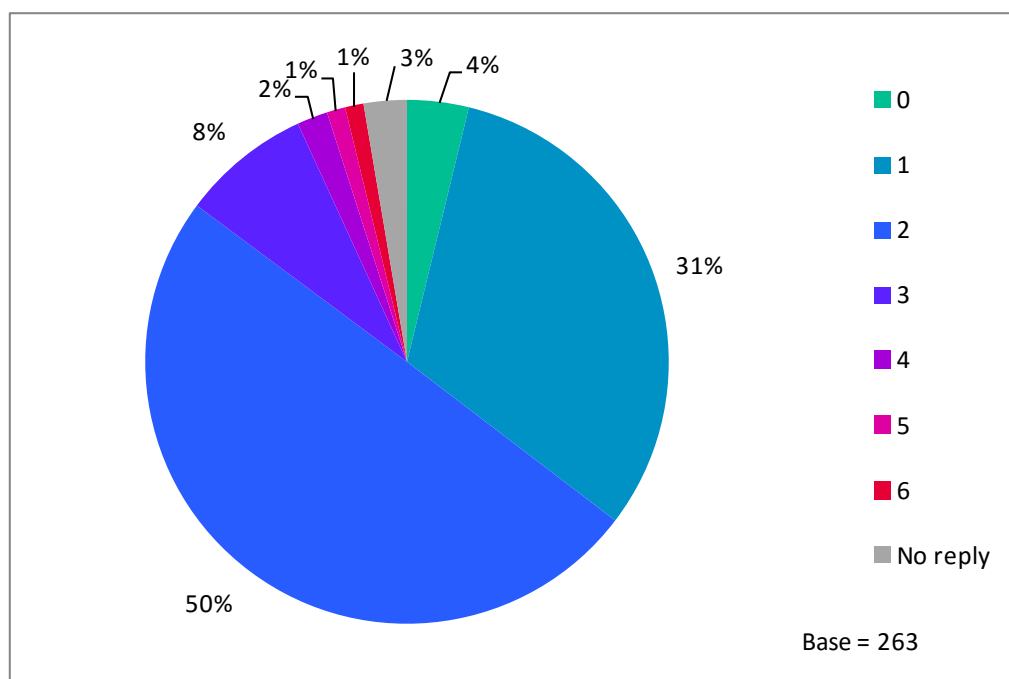
Just over half of young people said they often walked compared to over three-quarters who said they often travelled by motor vehicle.

The proportion of young people who used the bus (85%) was similar to that of adults although they were much more likely to be frequent users with a third saying they used the bus often.

Young people were less likely to walk but much more likely to cycle than adults with two thirds saying they used a bicycle often or sometimes.

Respondents were asked to state how many motor vehicles they had at their household which included vans, motor homes etc. The chart below shows the results.

Number of motor vehicles at your household?



Respondents were asked to state how many motor vehicles they had at their household. Just under a third of households had one vehicle and half had two. Around one in eight households had three or more motor vehicles and only 4% said they did not have one. The average number of vehicles per household was 1.8.

Many respondents said they would be much more likely to use public transport if there was a better bus service. Some stated that buses do not run on time while others felt that fares were too high. The safety of buses at night was also highlighted as an issue. There was also a call for better cycle routes in the area, avoiding busy road where possible and with proper marking on busy traffic routes. A number of respondents suggested there should be a proper link from Grimsargh Green to the Guild Wheel; some suggested extending the bridge to The Hills.

To help people getting around on foot, it was suggested that hedgerows needed to be trimmed and maintained to enable safe walking on more rural pavements. There was also mention that pedestrians were in danger when using 'cycle way' along the old railway path due to inconsiderate cyclists.

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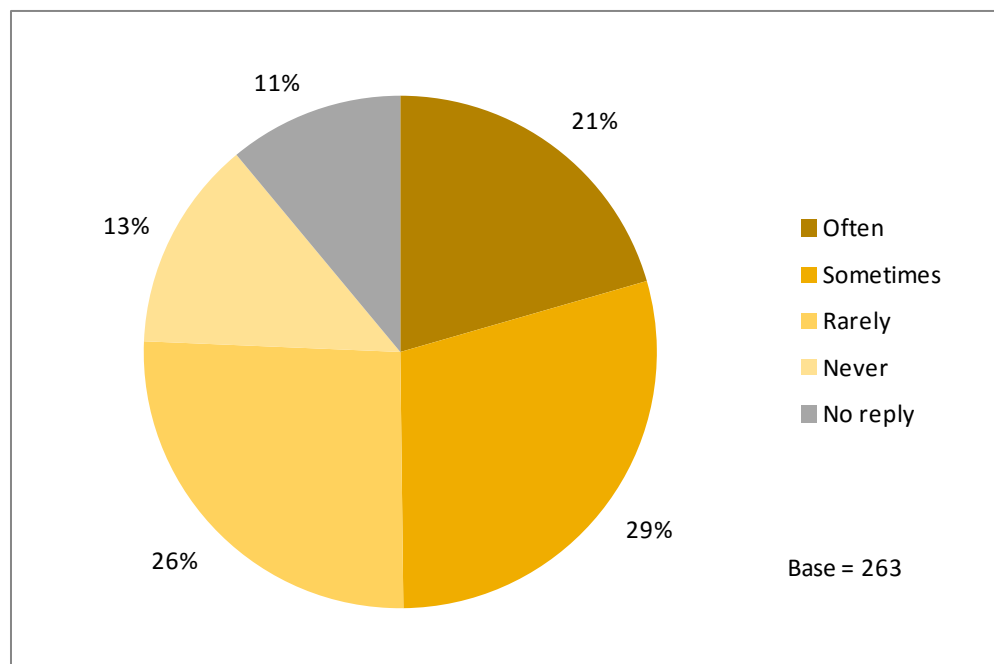
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There was also a suggestion the old railway line could be used as a tram route into Preston.

The chart below shows to what extent respondents use Public Rights of Way (PROWs). An explanation of PROWs and how to find out where they are was made available on the Grimsargh Neighbourhood Plan website.

Do you use public rights of way in or around Grimsargh?



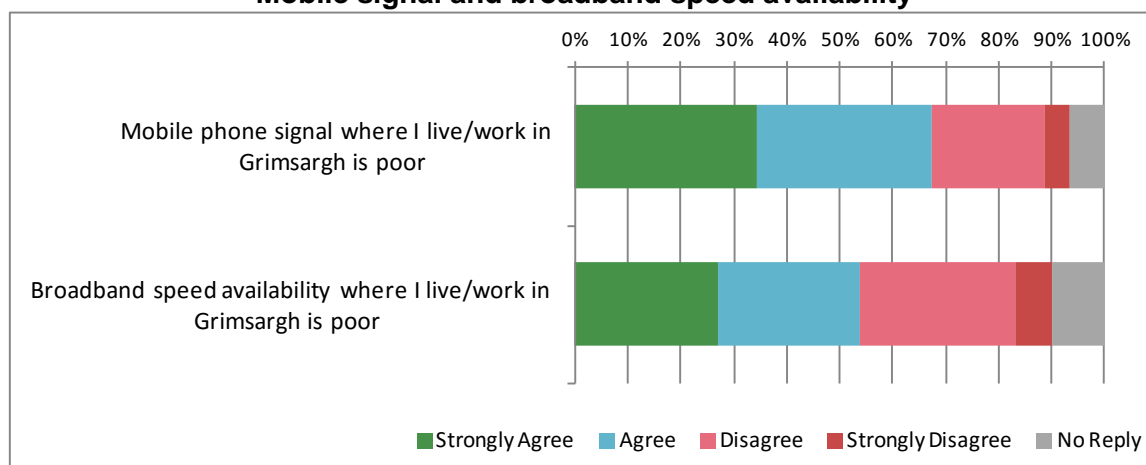
Over three quarters of respondents indicated that they had used PROWs, with half saying they used them sometimes or often.

When asked about issues with PROWs, or ways in which they could be improved, numerous respondents said that many paths were often unusable due to flooding. There was also a call for better and more regularly maintained stiles and signage for local footpaths and that they needed to be more clearly defined.

Section 7: Utilities

Respondents were informed on the questionnaire that although the Parish Council does not have a direct influence over the services provided in Grimsargh, it may be able to support their access to improved services given a better understanding of their needs. The first questions asked about mobile signal and broadband availability.

Mobile signal and broadband speed availability



	Strongly Agree	Agree	Disagree	Strongly Disagree	No reply
Mobile phone signal where I live/work in Grimsargh is poor	34%	33%	21%	5%	6%
Broadband speed availability where I live/work in Grimsargh is poor	27%	27%	30%	7%	10%

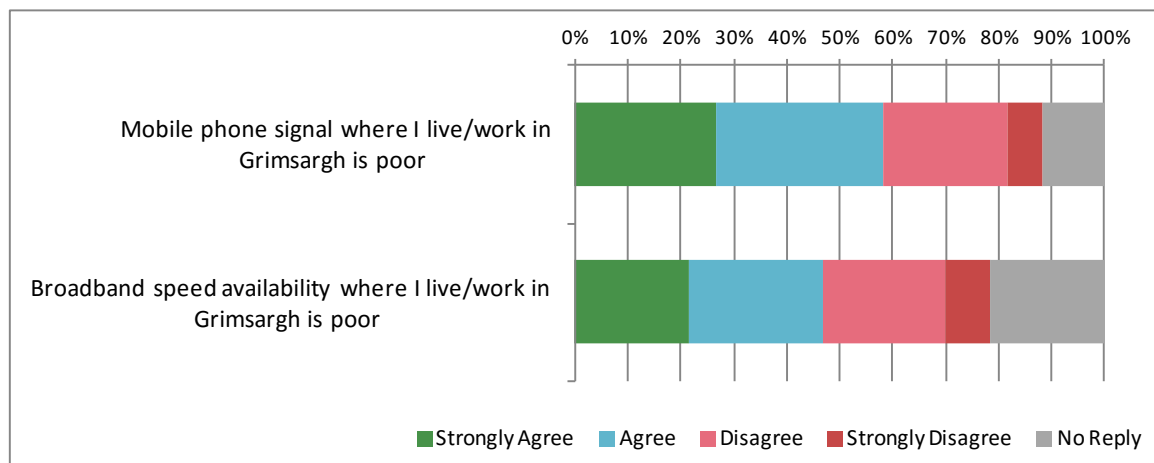
Base = 263

Two thirds of respondents were in agreement that the mobile signal in their home or where they work in Grimsargh was poor. A third of respondents strongly agreed with the statement. The response to the broadband question was a bit more positive although over half agreed that the broadband availability where they live or work was poor. A third of respondents disagreed that the service was poor.

The following charts and tables show respondents view on Mobile signal and broadband speed availability according to where they live in Grimsargh.

Mobile signal and broadband speed availability

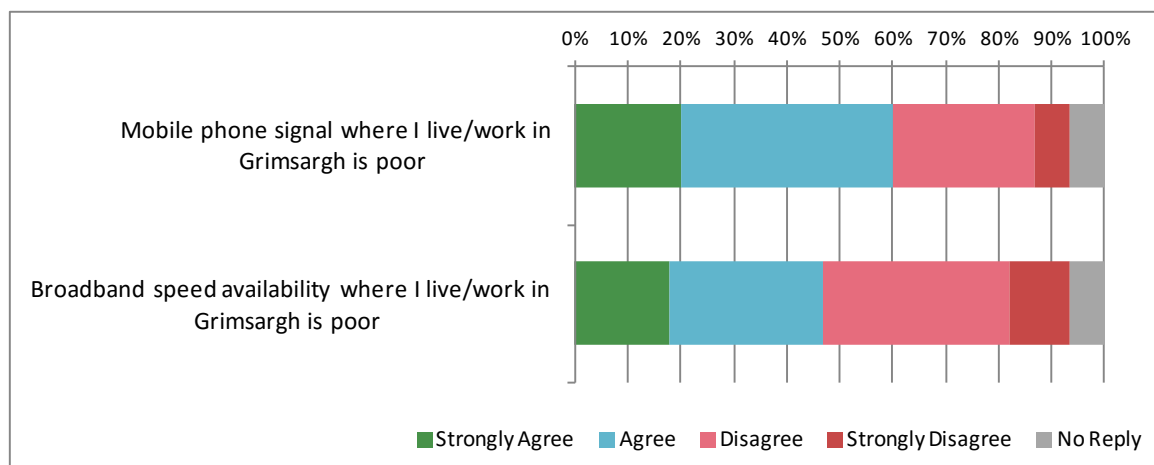
Central



	Strongly Agree	Agree	Disagree	Strongly Disagree	No reply
Mobile phone signal where I live/work in Grimsargh is poor	27%	32%	23%	7%	12%
Broadband speed availability where I live/work in Grimsargh is poor	22%	25%	23%	8%	22%

Base = 60

Ribblesdale Area

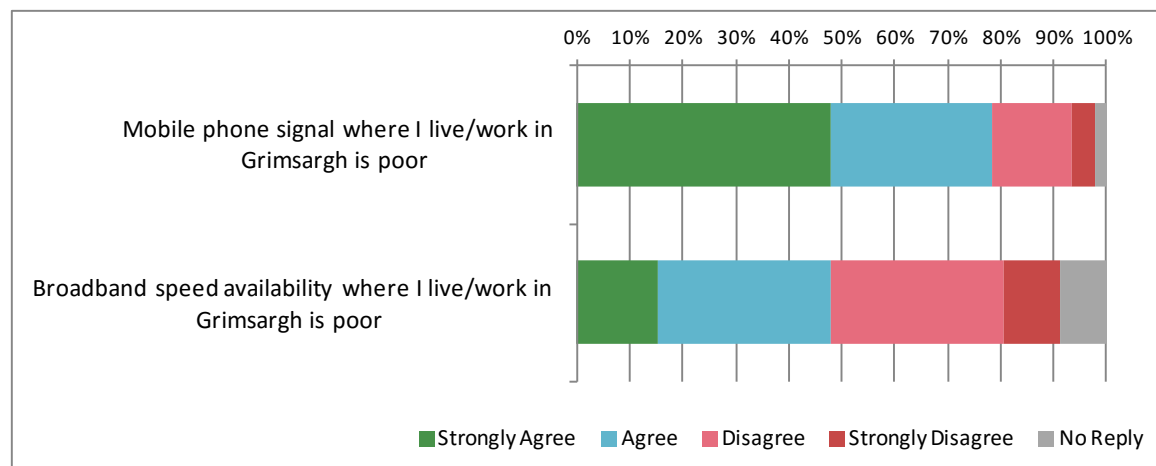


	Strongly Agree	Agree	Disagree	Strongly Disagree	No reply
Mobile phone signal where I live/work in Grimsargh is poor	20%	40%	27%	7%	7%
Broadband speed availability where I live/work in Grimsargh is poor	18%	29%	36%	11%	7%

Base = 45

Mobile signal and broadband speed availability

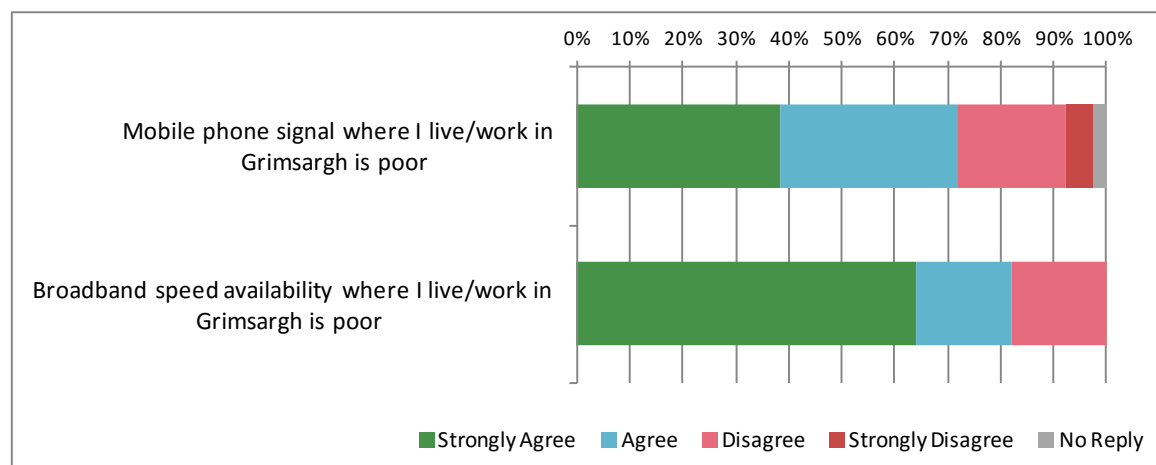
Redrow / Pastures



	Strongly Agree	Agree	Disagree	Strongly Disagree	No reply
Mobile phone signal where I live/work in Grimsargh is poor	48%	30%	15%	4%	2%
Broadband speed availability where I live/work in Grimsargh is poor	15%	33%	33%	11%	9%

Base = 46

The Hills Area

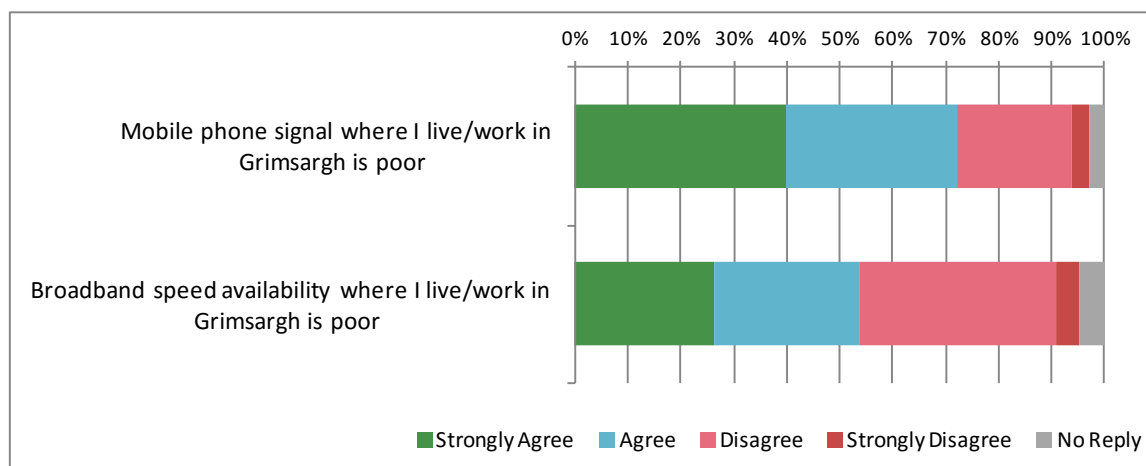


	Strongly Agree	Agree	Disagree	Strongly Disagree	No reply
Mobile phone signal where I live/work in Grimsargh is poor	38%	33%	21%	5%	3%
Broadband speed availability where I live/work in Grimsargh is poor	64%	18%	18%	0%	0%

Base = 39

Mobile signal and broadband speed availability

Upper End



	Strongly Agree	Agree	Disagree	Strongly Disagree	No reply
Mobile phone signal where I live/work in Grimsargh is poor	40%	32%	22%	3%	3%
Broadband speed availability where I live/work in Grimsargh is poor	26%	28%	37%	5%	5%

Base = 65

Respondents from the Redrow / Pastures area were the most likely to agree that the mobile signal in their area is poor.

Those living in The Hills area were the most likely to complain about broadband with almost two-thirds strongly agreeing that broadband speed is poor where they live.

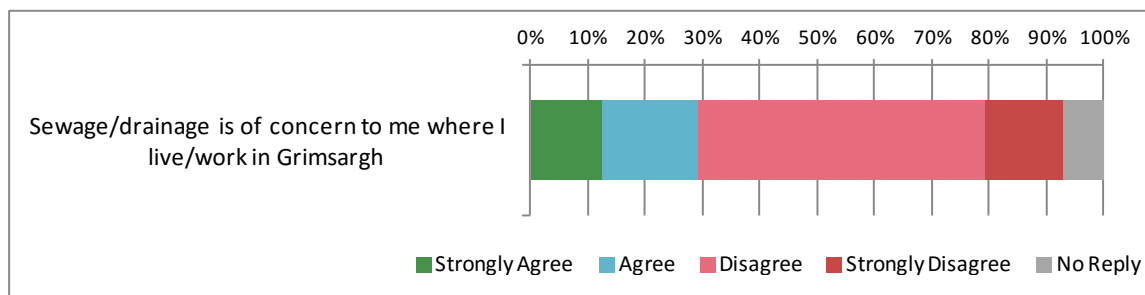
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The chart below shows the views of respondents on the issue of the sewage and drainage systems in Grimsargh.

Sewage and drainage



	Strongly Agree	Agree	Disagree	Strongly Disagree	No reply
Sewage/drainage is of concern to me where I live/work in Grimsargh	13%	17%	50%	13%	7%

Base = 263

For the majority of respondents, sewage and drainage is not a great concern where they live or work in Grimsargh. However, almost a third feel that it is a problem and for around one in eight respondents it represents a particular concern.

Many respondents mentioned the problem of standing water after heavy rain, for example on the road by the bus stop for Preston near St Michaels Church. Others complained about grids and gullies being full to road level and never cleared. It was said that local people often had to move blockings themselves. It was also mentioned that the flood risk map indicates that Grimsargh is in a high flood risk area and therefore residents would find it reassuring if measures were taken to reduce this.

There was a great deal of concern expressed about the impact of current and future housing developments on sewage and drainage. For example it was stated that the drainage system was becoming non-functional because of crumbling and sinking gutters around the Wainhomes site off Ribblesdale Drive due to heavy traffic accessing the site.

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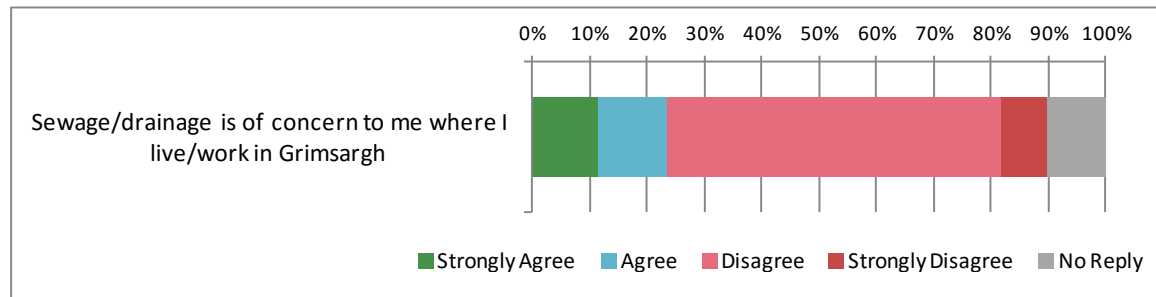
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The following charts and table show respondents view on sewage and drainage according to where they live in Grimsargh.

Sewage and drainage

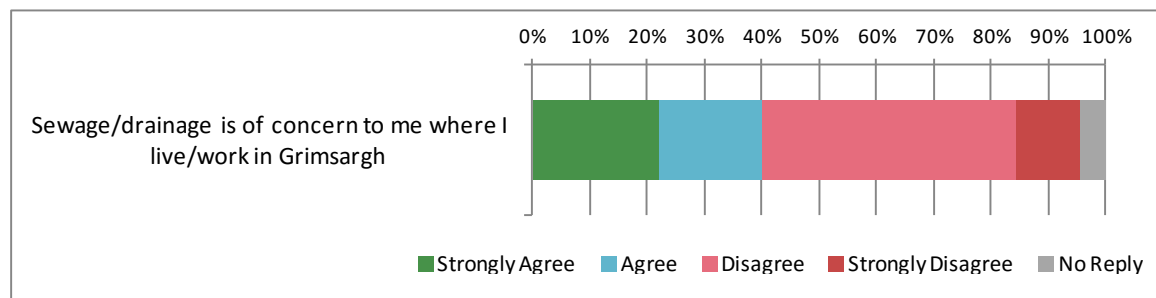
Central



	Strongly Agree	Agree	Disagree	Strongly Disagree	No reply
Sewage/drainage is of concern to me where I live/work in Grimsargh	12%	12%	58%	8%	10%

Base = 60

Ribblesdale Area

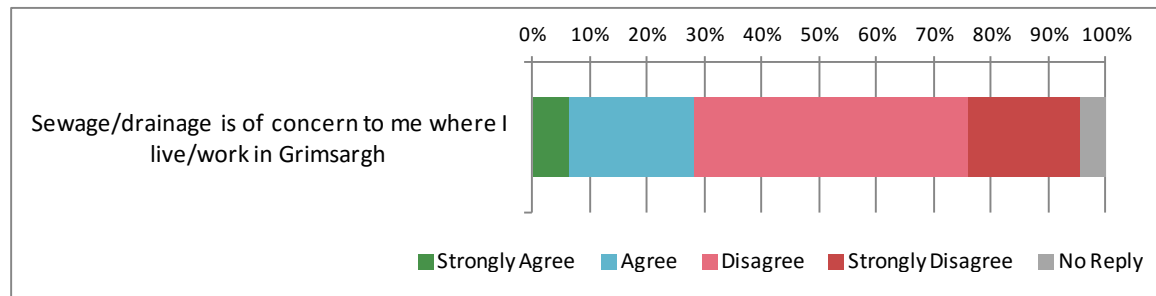


	Strongly Agree	Agree	Disagree	Strongly Disagree	No reply
Sewage/drainage is of concern to me where I live/work in Grimsargh	22%	18%	44%	11%	4%

Base = 45

Sewage and drainage

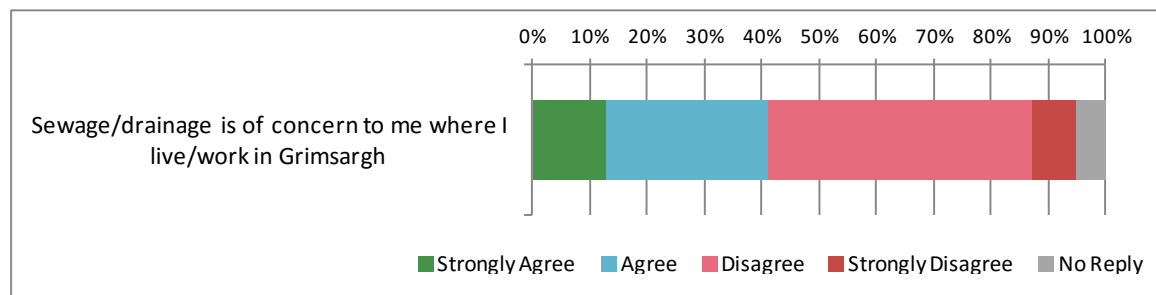
Redrow / Pastures



	Strongly Agree	Agree	Disagree	Strongly Disagree	No reply
Sewage/drainage is of concern to me where I live/work in Grimsargh	7%	22%	48%	20%	4%

Base = 46

The Hills Area

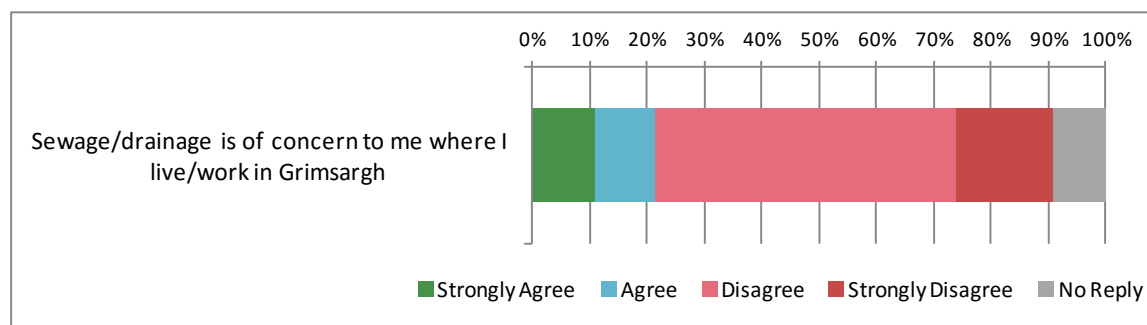


	Strongly Agree	Agree	Disagree	Strongly Disagree	No reply
Sewage/drainage is of concern to me where I live/work in Grimsargh	13%	28%	46%	8%	5%

Base = 39

Sewage and drainage

Upper End



	Strongly Agree	Agree	Disagree	Strongly Disagree	No reply
Sewage/drainage is of concern to me where I live/work in Grimsargh	11%	11%	52%	17%	9%

Base = 65

Respondents from The Hills and Ribblesdale areas were the most likely to be in agreement with the statement with around 40% agreeing or strongly agreeing that sewage/drainage is of concern to them.

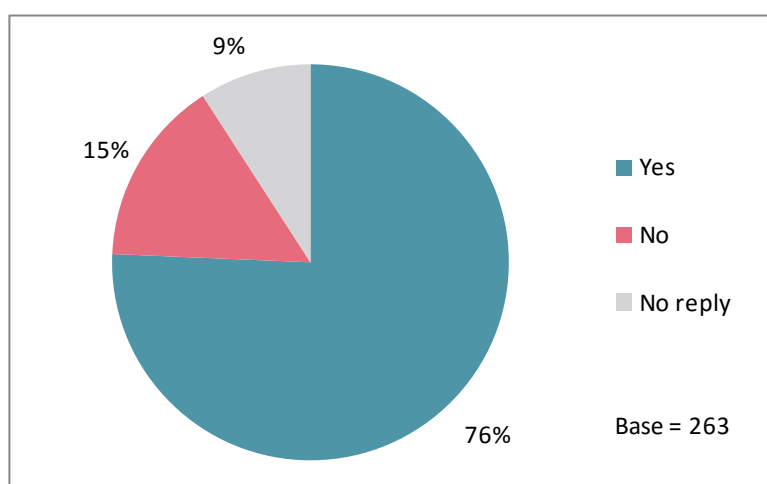
Section 8: Employment and Business

The respondents were asked for their suggestions for creating employment opportunities in the village. There were a few suggestions which included the introduction of a supermarket, restaurant/gastro pub, pharmacist and cafe/coffee shop. It was also suggested that a care home would provide employment opportunities in caring.

However, the need for further employment opportunities in Grimsargh was also questioned, with the argument that it is a residential commuter village with good access to Longridge, Preston and the motorway network.

The chart below shows respondents views on the need for a local business directory which would probably be supplied online. The idea was supported by three-quarters of respondents.

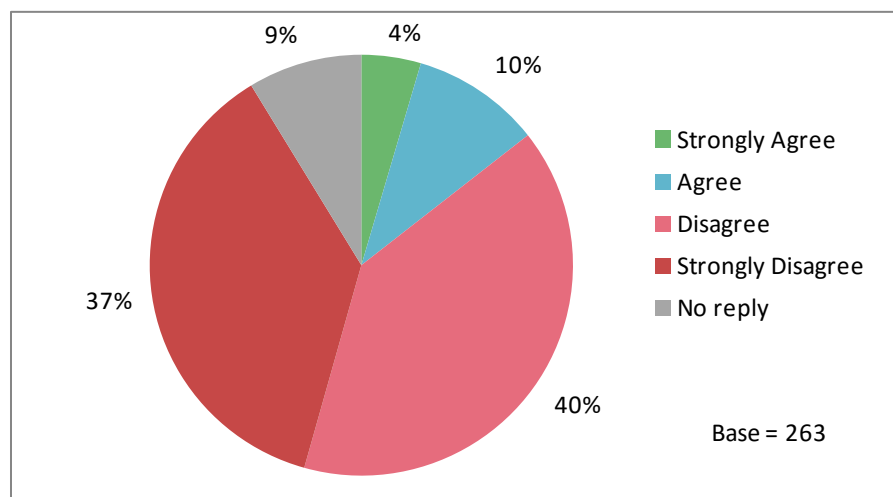
**Do you think the village would benefit from having a local tradesman/
business directory available?**



It was also suggested that the village could have an optional skills directory for residents and there could perhaps be a small business event held a couple of times a year to encourage people to support local services.

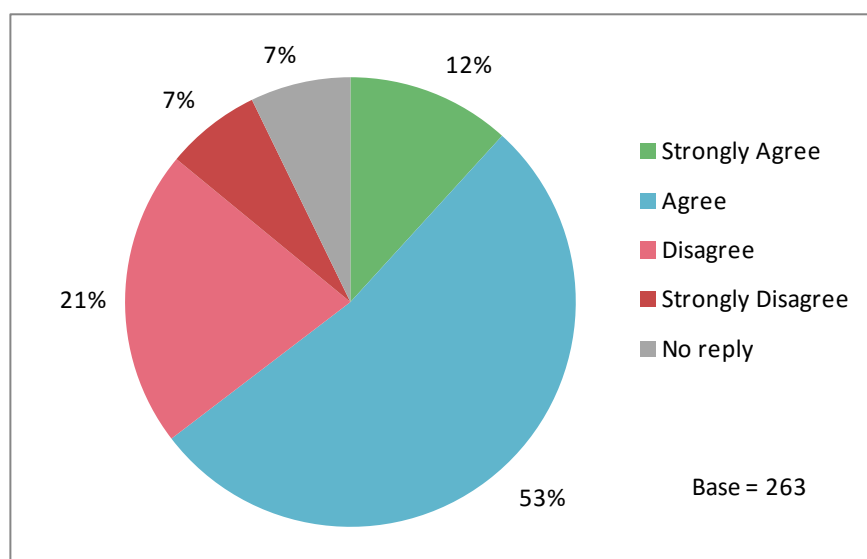
The chart below shows respondents views on the need for commercial units/industry in the village.

Grimsargh would benefit from having more commercial units/industry in the village in order to create more employment



Most respondents did not see the need for more commerce and industry in the village to boost employment with almost four out of five disagreeing or disagreeing strongly. The final question in this section was about retail facilities.

Retail facilities in our village are currently adequate



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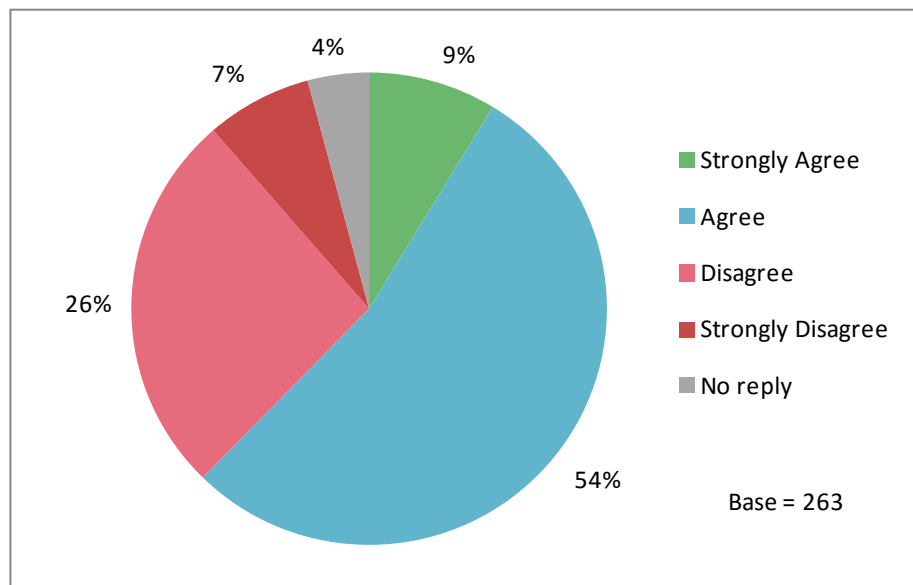
Two thirds of respondents were in agreement that retail facilities in the village are currently adequate although there was some disagreement. A fifth of respondents said “disagree” and a further 7% said “strongly disagree”.

Those who did not agree with the statement were asked what other types of retail facility they would support. Suggestions included a butcher, baker/sandwich shop, hardware store and a petrol station. It was also suggested that the village would benefit from another convenience store. There was some support for the introduction of a supermarket although it was also felt this might change the character of the village.

Section 9: Health and Wellbeing, Community and Social

The respondents were asked about their satisfaction with the National Health Service facilities in the area. The chart below shows their views.

National Health Service (NHS) facilities within the area are satisfactory



Less than two thirds of respondents indicated that they were satisfied with the National Health Service (NHS) facilities within the area.

The respondents who were not satisfied with current NHS services were asked to say what other facilities they would like to see in Grimsargh. Many highlighted the need for a doctor's surgery and a dentist's surgery in the village, complaining that they currently had to travel to Longridge or Preston for these services.

When asked what local facilities they use for exercise and wellbeing, public walkways were by far the most frequently motioned. The villages green spaces, especially the Village Green, were the most popular places for walking, along with other Public Rights of Way in and around Grimsargh. Cycling was also highlighted by many respondents and the cycleway was frequently used by walkers as well as cyclists. Grimsargh Club and exercise classes in the Village Hall were also mentioned.

There were a number of suggestions for additional facilities in the village to encourage exercise. A swimming pool, gym and tennis courts were the most frequently mentioned although a bowling green and astro-turf for football/basketball would also be popular.

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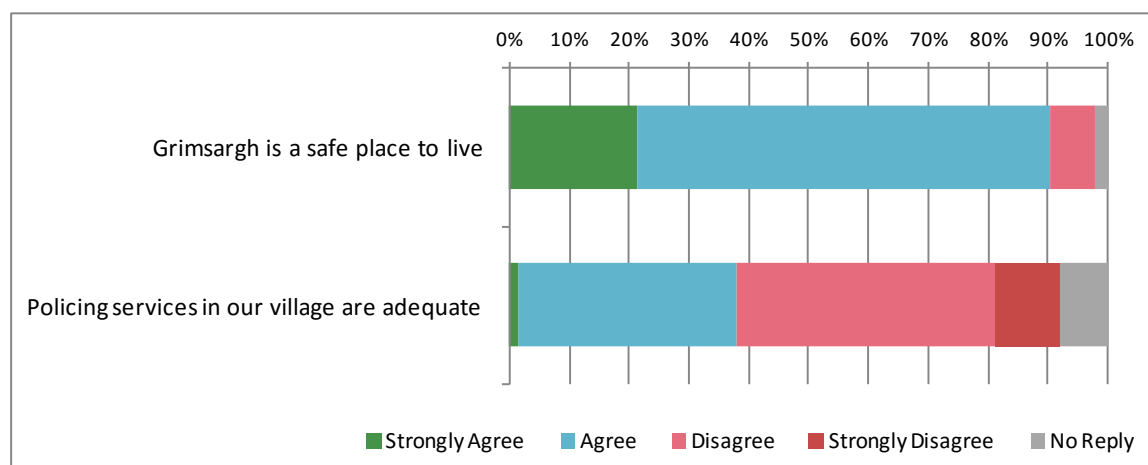
Many would also like to see more health and wellbeing classes in the Village Hall, including Yoga, Pilates and general exercise. Classes specifically for older residents were also mentioned.

Respondents listed a range of clubs and societies in the village of which they were members. Most frequently highlighted was Grimsargh Club but many others were mentioned including Young at Heart, Mothers Union, the Church, Toddlers Club, Slimming World, Grimsargh Community Choir, Gardening Club, Women's Institute, Scouts/Guides. Some respondents also said they will become members of the Wetlands Trust. When asked if there were any youth facilities they would like to see in Grimsargh a number of residents said they would actively support a Youth Club.

Section 10: Safety and Security

This section of the questionnaire sought to identify any particular concerns on safety matters and gather views on ways to address them.

Views on safety and policing



	Strongly Agree	Agree	Disagree	Strongly Disagree	No reply
Grimsargh is a safe place to live	21%	69%	7%	0%	2%
Policing services in our village are adequate	2%	37%	43%	11%	8%

Base = 65

Most people taking part in the survey believe Grimsargh is a safe place to live with 90% of respondents agreeing with the statement. However, the response was much less positive on the issue of police services in the village. Well over half disagreed or strongly disagreed that policing services in the village were adequate. Many respondents commented that they hardly ever see any police in the village.

Additional safety measures residents would like to see included: cameras on all access roads into the village; Neighbourhood watch; more/local police presence; more road crossings and traffic islands; a 20mph speed limit through the village and better/brighter street lighting.

When asked what made them feel Grimsargh was a safe place to live many respondents highlighted the strength of the community, using phrases such as “knowing your neighbours will look out for you”, “belief in the community” and “a sense of belonging”.

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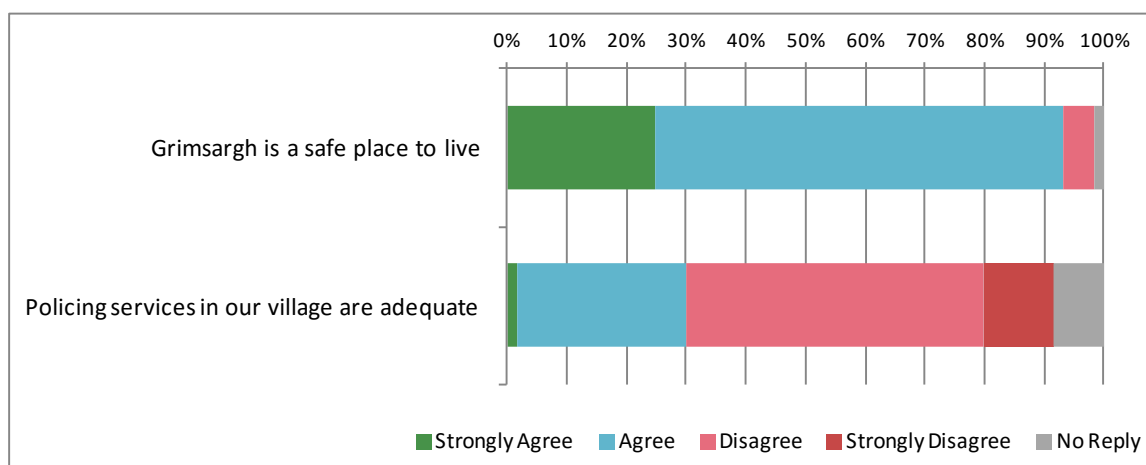


When asked what concerned them most, by far the most frequently cited issue was the lack of police presence in the village. Some said they would not know how to contact local police in the area while others mentioned getting a poor response from the police when they did contact them. Other concerns included: travellers parking on the Village Green; the potential for new developments to increase crime and burglaries; the decline of Neighbourhood Watch and poor street lighting in some areas.

The following charts and tables show respondents' views on safety and policing in the village according to where they live in Grimsargh.

Views on safety and policing

Central

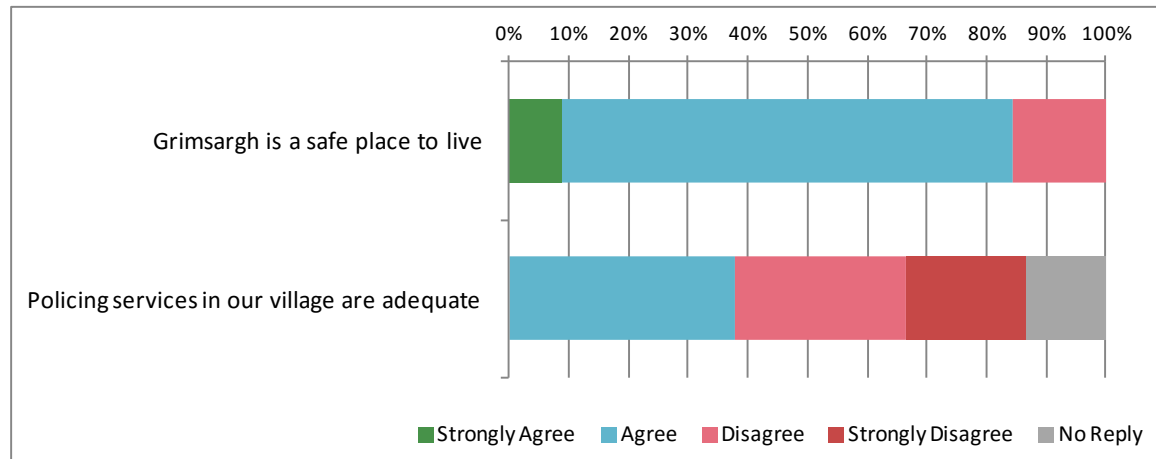


	Strongly Agree	Agree	Disagree	Strongly Disagree	No reply
Grimsargh is a safe place to live	25%	68%	5%	0%	2%
Policing services in our village are adequate	2%	28%	50%	12%	8%

Base = 60

Views on safety and policing

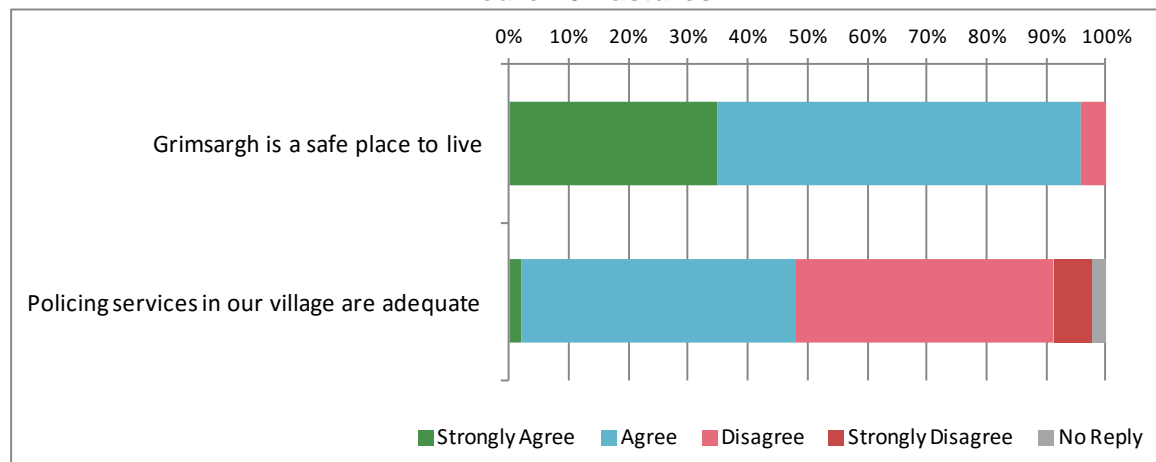
Ribblesdale Area



	Strongly Agree	Agree	Disagree	Strongly Disagree	No reply
Grimsargh is a safe place to live	9%	76%	16%	0%	0%
Policing services in our village are adequate	0%	38%	29%	20%	13%

Base = 45

Redrow / Pastures



	Strongly Agree	Agree	Disagree	Strongly Disagree	No reply
Grimsargh is a safe place to live	35%	61%	4%	0%	0%
Policing services in our village are adequate	2%	46%	43%	7%	2%

Base = 46

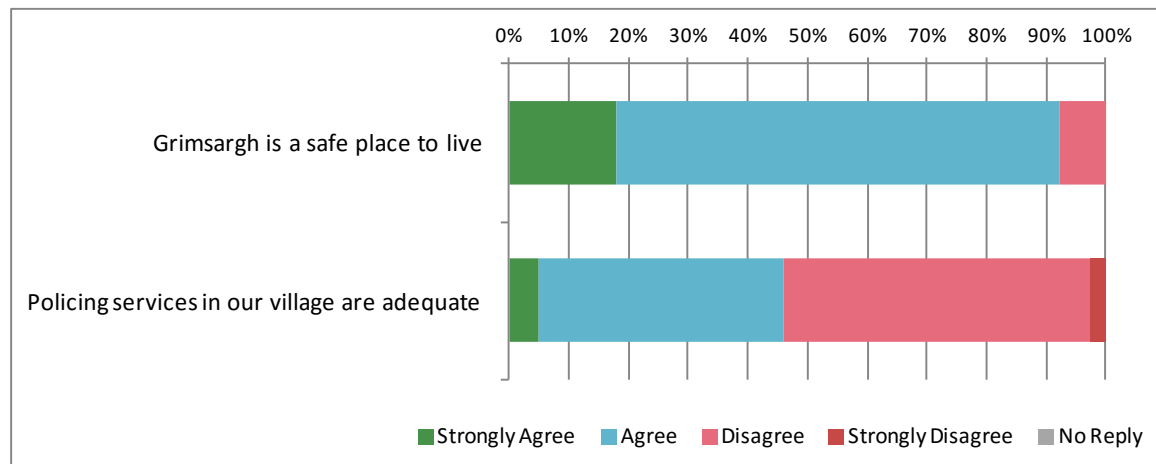
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Views on safety and policing

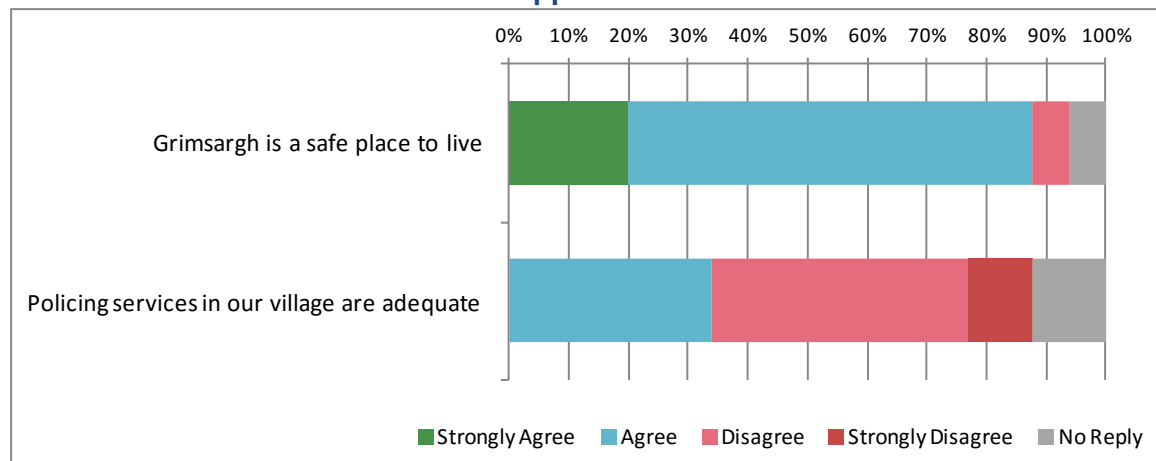
The Hills Area



	Strongly Agree	Agree	Disagree	Strongly Disagree	No reply
Grimsargh is a safe place to live	18%	74%	8%	0%	0%
Policing services in our village are adequate	5%	41%	51%	3%	0%

Base = 39

Upper End



	Strongly Agree	Agree	Disagree	Strongly Disagree	No reply
Grimsargh is a safe place to live	20%	68%	6%	0%	6%
Policing services in our village are adequate	0%	34%	43%	11%	12%

Base = 46



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Respondents living in the Ribblesdale area were the least likely to feel that Grimsargh is a safe place to live although, even among these residents, well over 80% agreed that it is. Respondents living in the Redrow / Pastures area were the most likely to feel safe living in the village.

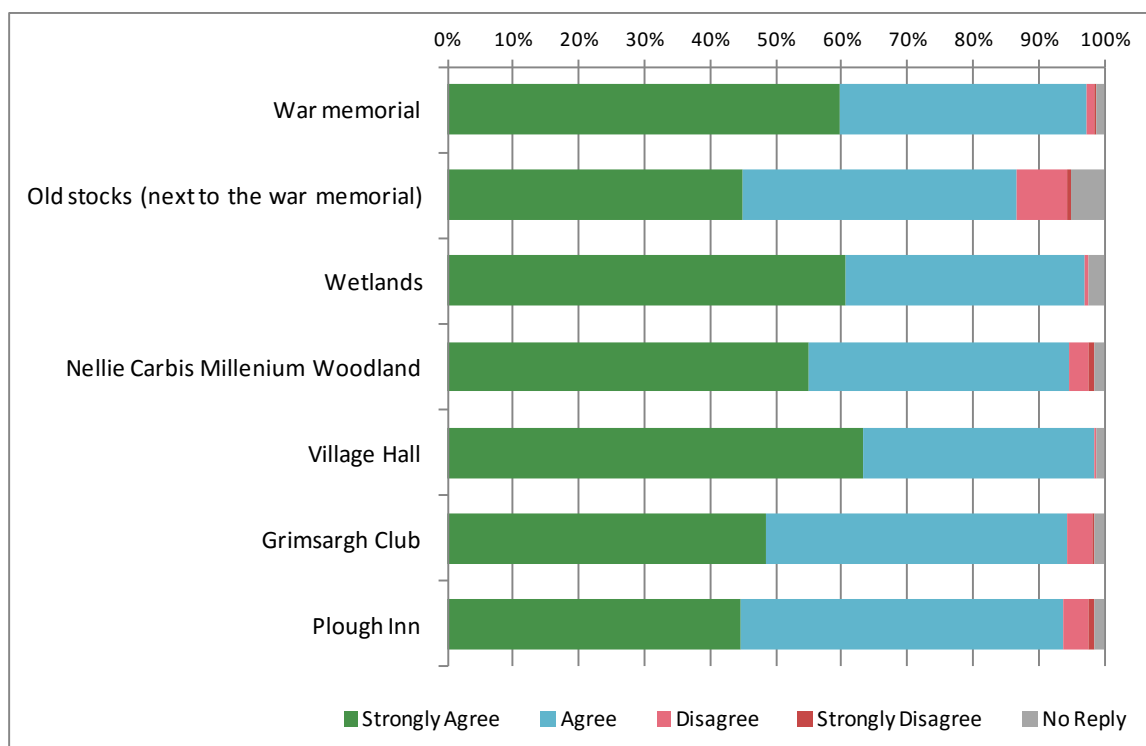
Less than a third of residents living in the Central area agreed that policing services in the village are adequate and over 60% disagreed or disagreed strongly.



Section 11: Ecology, Heritage and Community Assets

Respondents were presented with a list of public, heritage and community assets within the village and were asked to indicate to what extent they agreed or disagreed that they were important to the identity of the Grimsargh.

Assets important to the identity of Grimsargh



	Strongly Agree	Agree	Disagree	Strongly Disagree	No reply
War memorial	59%	37%	1%	0%	1%
Old stocks (next to the war memorial)	41%	38%	7%	1%	5%
Wetlands	59%	35%	1%	0%	2%
Nellie Carbis Millenium Woodland	54%	39%	3%	1%	2%
Village Hall	63%	35%	0%	0%	1%
Grimsargh Club	48%	45%	4%	0%	2%
Plough Inn	43%	48%	4%	1%	2%

Base = 263

Most respondents agreed that all the assets listed were important to the identity of Grimsargh. The Village Hall received the most positive response with almost everyone recognising its importance to the village.

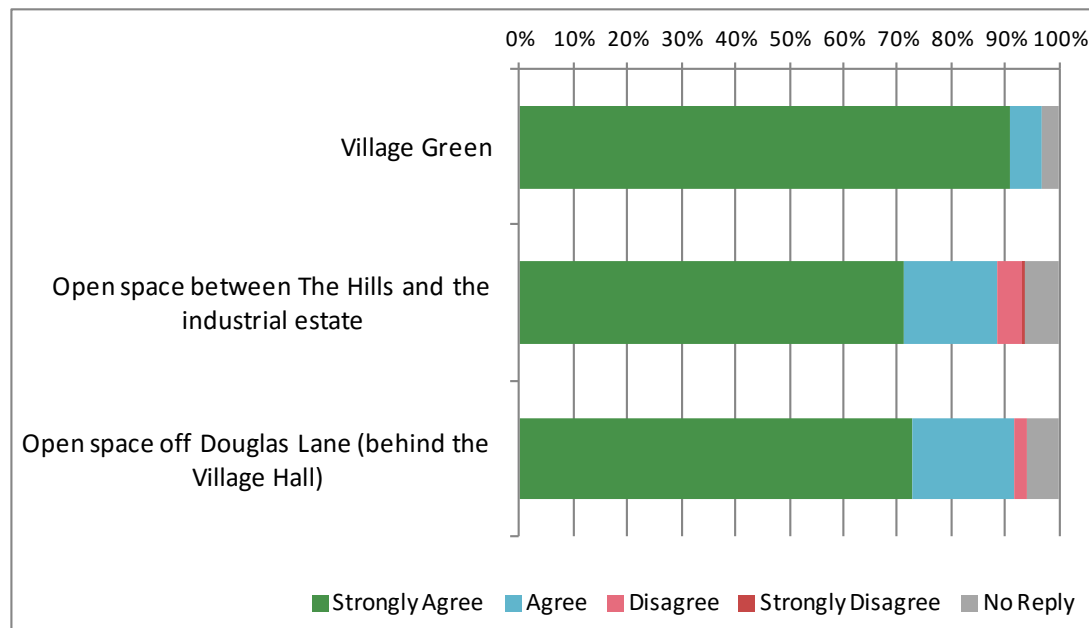
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The chart below shows the level of agreement that the green spaces listed are important to the identity of Grimsargh.

Green spaces important to the identity of Grimsargh



	Strongly Agree	Agree	Disagree	Strongly Disagree	No reply
Village Green	91%	6%	0%	0%	3%
Open space between The Hills and the industrial estate	71%	17%	5%	0%	6%
Open space off Douglas Lane (behind the Village Hall)	73%	19%	2%	0%	6%

Base = 263

Over 90% of respondents strongly agreed that the Village Green is important to the identity of the village and there was no disagreement. Around 90% were also in agreement that the other the two green spaces listed were important, with almost three-quarters strongly agreeing.

Other green spaces within the Settlement Boundary that respondents felt were important included Cow Hill, the open space around Nellie Carbis woodland, land from Elston Lane towards Alston Lane and railway walk.

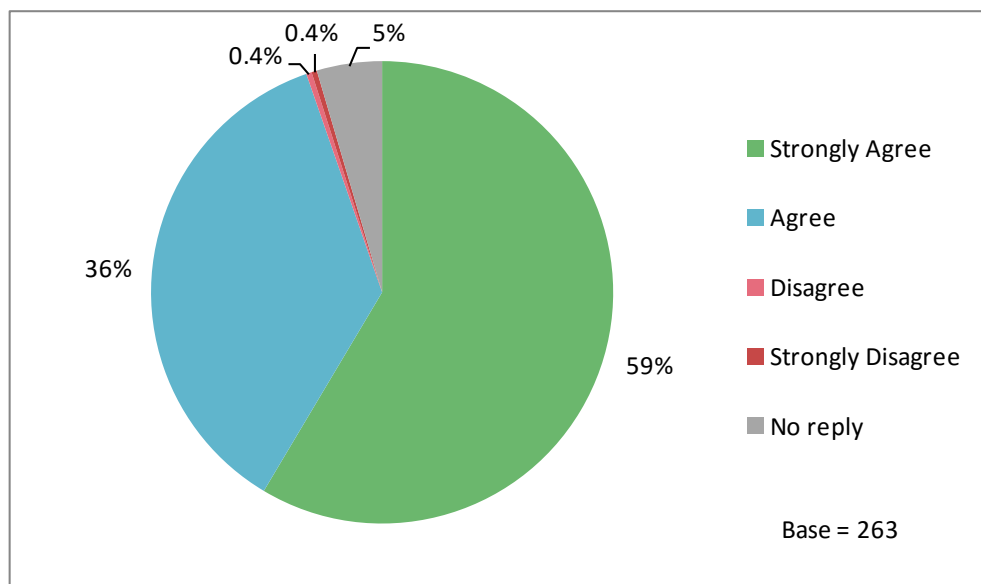
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Respondents were asked for their views on the nature features on the village green (bug hotel, pond, wildflower meadow and willow weaving). The chart below shows the results.

Nature features on village green important to the identity of Grimsargh



Almost everyone was in agreement that the nature features were valuable attributes to Grimsargh and almost 60% strongly agreed.

Areas where respondents would like to see similar approaches include Old reservoir area, the two ponds on Douglas Lane and Nellie Carbis woodland.

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Appendix 1: Postcode groups used to analyse responses

Central - Whittingham Lane, Yew Tree/Lynwood, Nooks, etc		Industrial Estates or out of area	
PR2 5JD	Old Station Close	PR2 5AR	Rough Hey Estate
PR2 5JH	Smith Close	PR2 5BE	Roman Way Ind Estate
PR2 5JL	Langden Fold	PR2 5PD	Perrys Motor Village/Girl Guiding North West
PR2 5JS	156 Preston Road - to Village Hall area	PR2 6RB	Fulwood nr Asda
PR2 5JU	Nook Crescent	PR2 3BN	Fulwood, off A6
PR2 5JX	Nook Glade	PR2 5BN	"No longer in use"
PR2 5LA	Yew Tree Avenue		
PR2 5LG	Dixon's Lane	Lower Preston Road/Ribblesdale Drive Area	
PR2 5LH	Whittingham Lane	PR2 5JP	127 Preston Road (just north of bridge - Hilda)
PR2 5LN	Fell View	PR2 5RH	Roshaw
PR2 5LZ	Grimsargh Manor	PR2 5RJ	Ribblesdale Drive
PR2 5NZ	Silver Birches	PR2 5RL	Waingate
PR2 5SJ	Cow Hill	PR2 5SD	103 Preston Road
		PR2 5TR	Moss Nook Drive - Wainhomes
		PR2 5RJ	Ribblesdale Drive
The Hills & Longridge Road (to Turners)		Upper Preston Road, Tunbrook/Lindale - Village Hall up	
PR2 5SA	278 Longridge Road	PR2 5HY	Oban Court
PR2 5AQ	268 Longridge Road	PR2 5JQ	283 Preston Road
PR2 5BF	The Hills	PR2 5JR	285 Preston Road
PR2 5BG	Pendle Hill Close	PR2 5JT	307 Preston Road
PR2 5BJ	Winter Hill Close	PR2 5JY	Lynwood Avenue
PR2 5BU	Peacock Hill Close	PR2 5LB	Woodlands Grove
		PR2 5LD	Tunbrook Avenue
Redrow & The Pastures		PR2 5LE	8 Elston Lane
PR2 5HZ	Ploughman's Court	PR2 5LJ	Cedar Close
PR2 5JB	Douglas Lane	PR2 5LL	Lindale Ave
PR2 5JF	Douglas Lane	PR2 5LP	Maple Grove
PR2 5JG	Brindle Place	PR2 5LR	Elston Green
PR2 5JJ	Swarbrick Avenue		
PR2 5JN	Swallowfold		
PR2 5JW	The Pastures		
PR2 5JZ	Alexander Place		
PR2 5LF	Salisbury Avenue		
PR2 5LT	Billington Court		
PR2 5LU	Carbis Avenue		
PR2 5LW	Crofts Drive		

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Weighting of Survey Results: All figures in the report are based on unweighted results. Where potential distortion could arise from differential response rates by key sub-samples, the results are reported within the sub-samples rather than being aggregated.

Estimates: All quoted figures are actual survey responses and no use of estimated or imputed data has been made.

Bases and Data Sources: The base figures and data sources for each table and chart are separately identified within the report text. In keeping with public sector data protocols, cell values have been suppressed if they occur at a level of 5 or below.

Storage of Raw Data: As part of our quality assurance arrangements we will keep evidence of individual survey responses for at least 18 months after the closure of the project.

Reporting

The report contains a combination of absolute figures and relative figures, such as percentages or variations from national averages or benchmarks. Tables and references contained in the report are labelled in such a way as to make their nature clear. Where sub-sets of the data or weightings have been used this is clearly identified.

The report includes a combination of direct reporting of survey outcomes and the interpretations/recommendations of RCU staff. The latter approach is clearly identifiable from the report context and/or section headings.

