

CHRISHALL VILLAGE PLAN

CHRISHALL VILLAGE PLAN

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Introduction

In November 2002 the Government's Rural White Paper *Our Countryside – The future* launched the concept of parish and town plans.

The objective of the plan is to empower communities to plan the future of their community, set out a vision of what is important, how new development can best be fitted in, how to preserve valued local features and to map out the facilities which the community needs to safeguard for the future.

In September 2004 Chrishall Parish Council hosted an open session, to which villagers were invited to discuss issues relating to Chrishall community. A field officer from the Rural Community Council of Essex was also present to offer advice.

Following this open meeting 14 volunteers formed a steering group to commence the lengthy process of compiling a Chrishall Parish Plan.

As part of the process, group volunteers distributed 1,129 questionnaires comprising 220 Household, 413 Adult, 413 Business and 83 Youth in the parish. The questionnaires gave residents an opportunity to express their views on wide ranging subject matters concerning the village.

The numbers of responses were: -

Household 115,

Adult 197,

Business 114

Youth 42

Each section of the plan shows the number of responses to each question.

In line with normal practice it was considered desirable that the results of the questionnaires were analysed by an independent analyst.

Once this task was completed Chrishall Parish Plan Steering Group could clearly identify issues that villagers saw as their priorities for the future of Chrishall.

Recommendations/ Action plans were then set out for presentation to the Parish Council.

It was not possible to include "one off" comments in the plan but as it is felt that these comments are valuable, a separate document will be compiled and passed to the Parish Council with a recommendation that this is available for perusal by members of the community on request.

Having been adopted by the Parish Council and distributed to each household in the Parish, it will also be distributed to Uttlesford District Council, Essex County Council and other interested parties who may be considering changes that affect Chrishall.

CHRISHALL VILLAGE PLAN

CHRISHALL - a north Essex Village

“Krissle” or “Kriss Hall” - not “Kri’shull”

Chrishall’s Location

Chrishall’s location is key to its character. High up on the chalk hills to the south of the Cambridgeshire plain, Chrishall is situated just inside the north-west boundary of Essex and is the highest point in the county.

This high ground was very important in ancient times: for thousands of years and long before the Romans came to Britain, these chalk hills formed part of the major trade and communication route known as the Icknield Way, which linked the Ridgeway in Wiltshire to Peddars Way in north Norfolk. The Icknield Way was a series of parallel trails which made use of the drier chalk uplands when much of the lower lying land would have been either marsh or forest and this high point where Chrishall is situated, would have been like a beacon to the long distance traveller. Dark Lane, which links Chrishall with its neighbour Elmdon, is almost certainly a remnant of the Icknield Way.

No wonder then that there should have been a settlement here continuously for at least the past 900 years, as confirmed by the Domesday Book of 1086 (*“Cristeshal” - Christ’s Hall*).

Today, the modern roads avoid this high ground and Chrishall is considered to be “off the beaten track”. Nevertheless there are two towns and one city within 14 miles of Chrishall. Due east is the Essex market town of Saffron Walden, and 7 miles to the west is the Hertfordshire town of Royston, while north is the historic and affluent university city of Cambridge. Add to this its accessibility to London via Audley End (Liverpool Street 55 minutes) and Royston (Kings Cross 40 minutes) and its proximity to London Stansted Airport (20 minutes), and Chrishall’s attractiveness for modern day commuters is apparent.

Despite its relative isolation and its inhabitants’ remote employment, there is a good community spirit and Chrishall interacts quite strongly with its two village neighbours of Heydon and Elmdon.

Physical Attributes

South of the A505, the land rises quite steeply from 35m to 130m above sea level, where Chrishall and the neighbouring villages of Elmdon and Heydon are situated. Although this relatively elevated position does afford some fine views over the Cambridgeshire plain to the north (there is basically no obstacle between Chrishall and Norway!) the exposed position does make the village susceptible to strong winds.

Until quite recently, power lines were frequently affected by wind damage and power failures still occur most years. Additionally, the elevated position means the water main has to be boosted by and low mains pressure is normal. The water is also unpleasantly hard.



The land is generally very heavy clay so that any arable crops tend to be those which grow on the surface rather than root crops. There is also pasture to the southern village fringe on which beef cattle are reared. Several wooded areas exist and help to reduce the impact of the strongest winds.

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Population & Occupations

Chrishall's population size has remained largely unchanged for over 150 years. In 1841 it totalled 518 but grew in mid-Victorian times to reach 624 by 1871, before falling back to 460 in 1901. At the 1991 Census 532 people were living in Chrishall in 188 households and the total population was estimated to have grown to 572 by 1997. There were 444 persons on the electoral roll at December 1999.

100 years ago (1901) 67% of the village's population had been born there whereas today only a handful of adults have been born in the village. Similarly, few people today are engaged in agriculture - although there are three working farms within the village - whereas like most rural villages, at the beginning of the twentieth century Chrishall's population were almost exclusively engaged in agriculture or in occupations supporting it.



Above left: Hoeing beet circa 1910 in fields south of the village and Right: A tractor from Wire Farm, Chrishall, in 2005

Largely through historical accident, from the 1930s the centre of Chrishall was home to a major bus depot (Right) for what was to become Premier Travel of Cambridge. From the 1970s the depot was used by local coach and haulier firm, Funstons, but this firm relocated the depot to Royston in the 1990s. Any loss of local employment was more than compensated by the redevelopment of this important site, for modern housing in a local architectural style, at the heart of the village, which has greatly improved the village's built environment

Whilst nowadays many people make the daily commute to London, others work in nearby Saffron Walden, Royston, Cambridge and the surrounding area, and a few individuals work or operate business from home



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Historic Buildings

As might be expected from a village that has existed for a thousand years and is remote from main road vehicular traffic, a number of historic buildings survive, albeit the modern preference for trees to occupy much central village space means that this wealth of interesting buildings may not be immediately apparent to the visitor.

For example, of the 188 households noted in the 1991 Census, 20 are thatched buildings and mainly traditionally rendered cottages. The village pub, *The Red Cow* (Right) is thatched and its adjoining barn is believed to be the oldest building in the village



The church (Left) is a little remote from, and to the south of, the village although there is no proof the village relocated away from the church for any reason, as happened with some early “plague villages”. It is a handsome and nicely proportioned structure and until the early twentieth century, a fine spire topped its square tower (Right).



Although the church is at a lower altitude than the main village, it is quite large by Essex standards and there are fine views towards it as one approaches from the south west and from the western end of the High Street. In the centre of the village is the Methodist church - a neat little building but not enhanced by more modern additions.

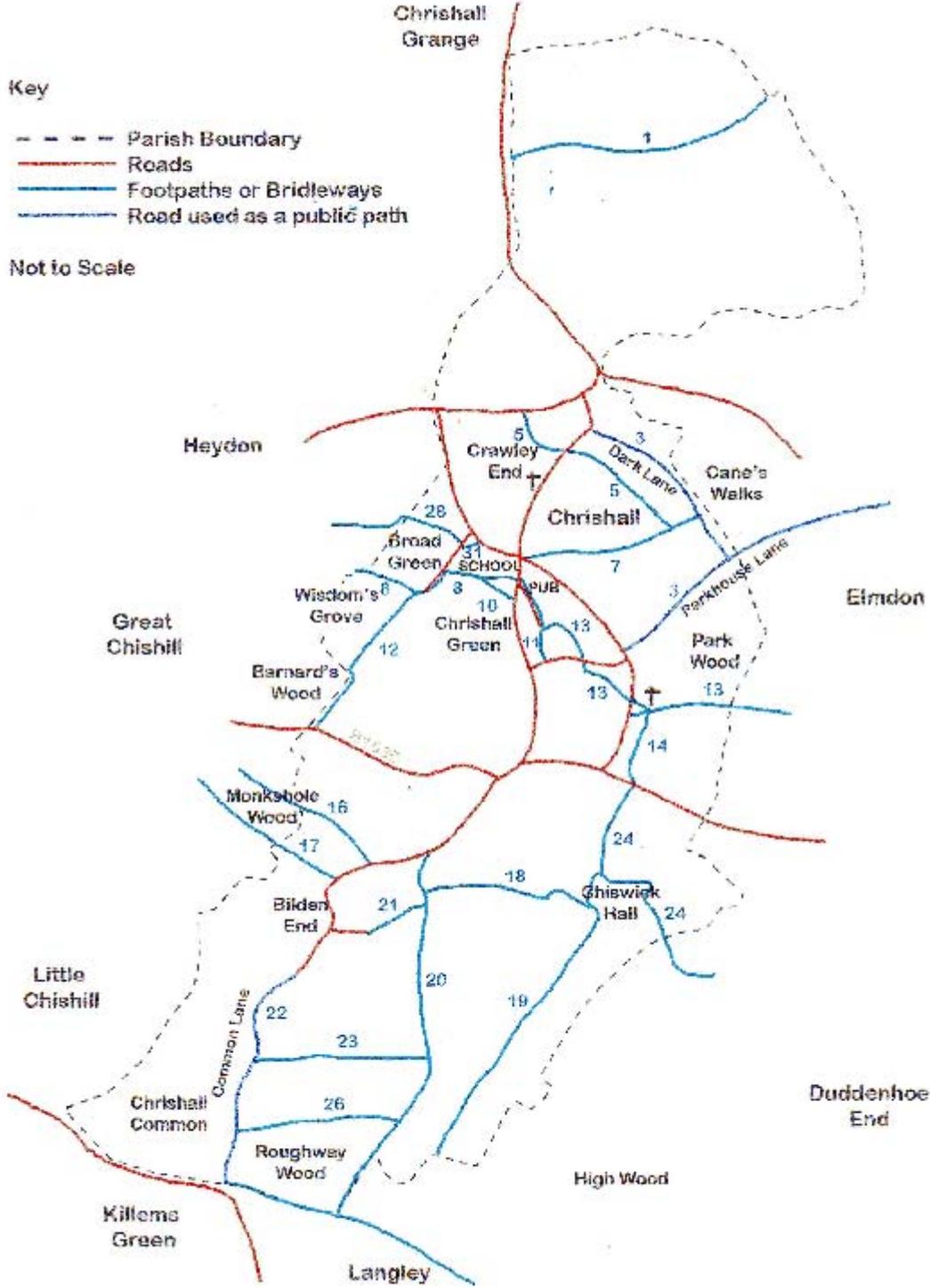
The most striking building of all however is *Martenholme* (below Left) at the centre of the village. This fine building is now a private residence but once housed a village shop and bakery. It remains a very imposing building although its impact on the village setting has been reduced over the past 100 years by tree screening.



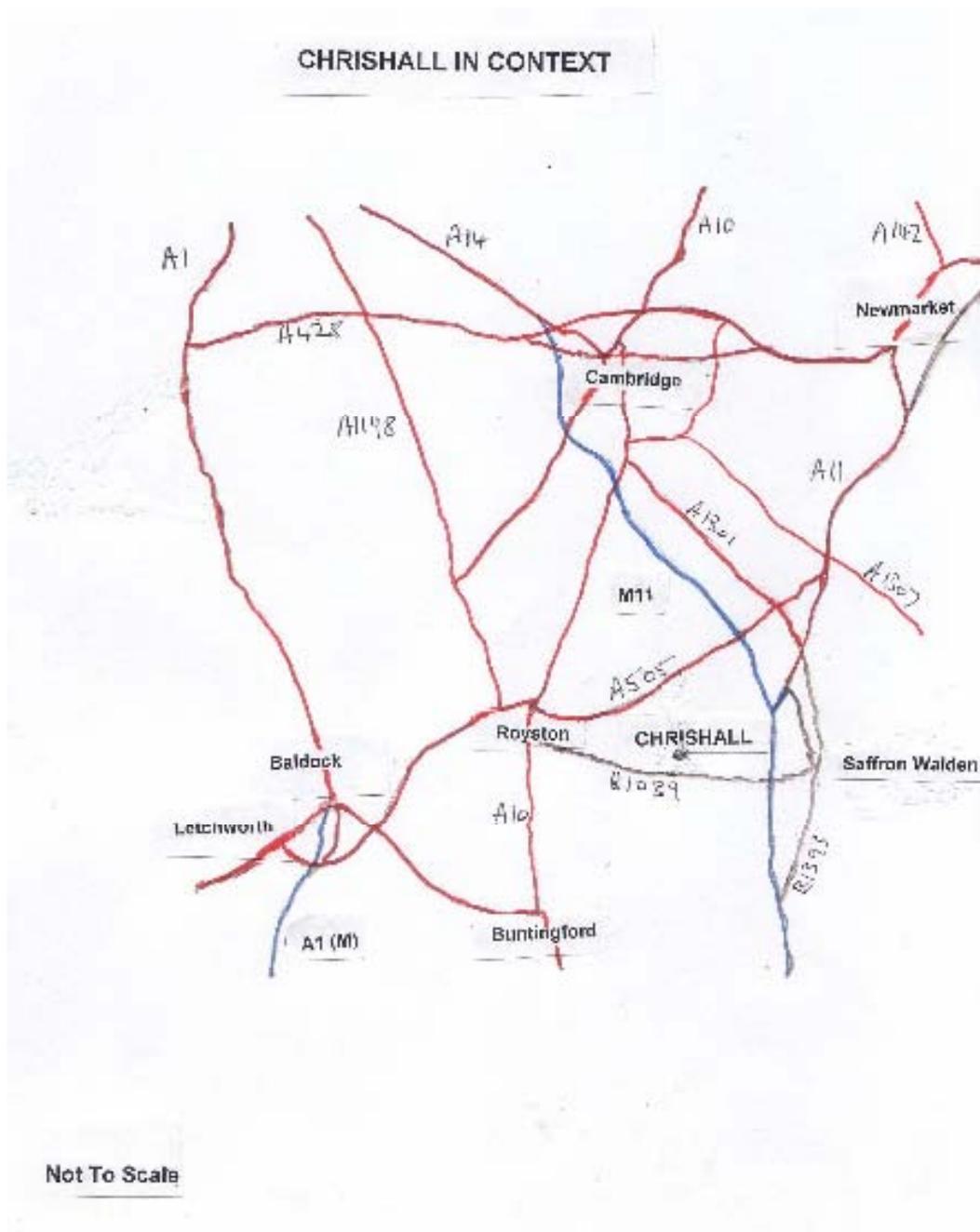
Additionally, there are several fine, old detached brick residences. Crishall does have a flourishing and popular primary school although its modern buildings are unexciting. The original school buildings (above Right) have been converted to cottages.

CHRISHALL VILLAGE PLAN Parish Map

07/15/2007



CHRISHALL VILLAGE PLAN Context Map



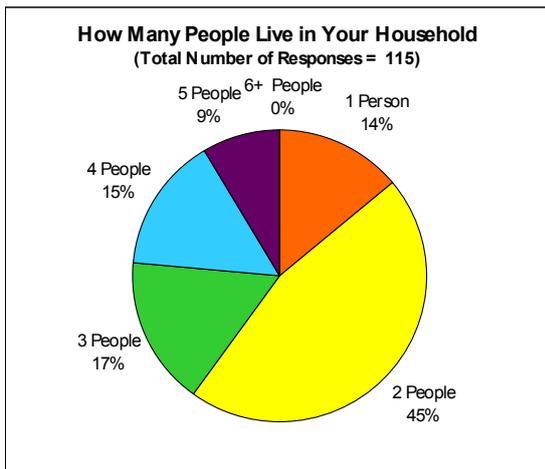
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Household Survey Analysis

Questionnaires were sent to 220 households and 115 responses were returned.

Household Size

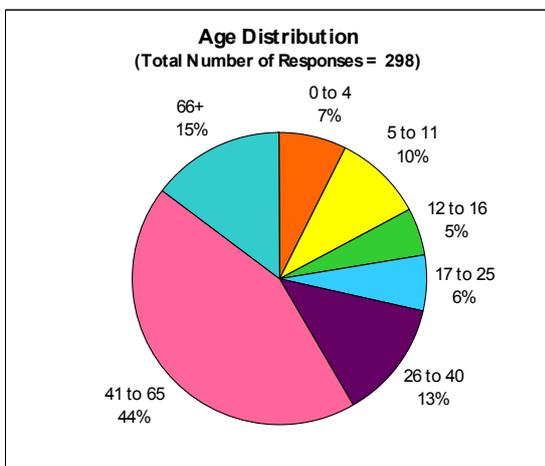
Chrishall has a mixed distribution of households, with 45% of respondents living in 2 person households.



Amongst the respondents, 41% lived in 3-5 person households, and 14% lived on their own. There were no respondents living in households of 6+ people.

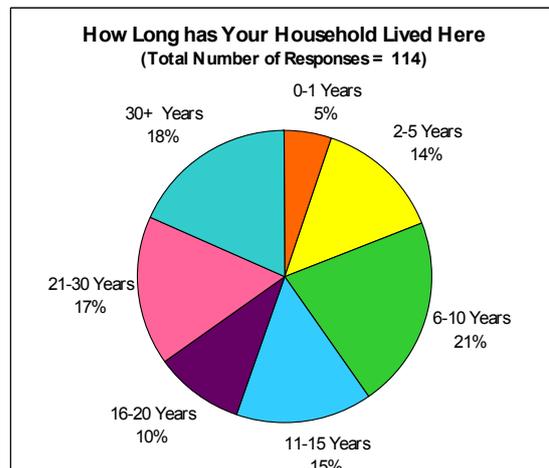
Age Distribution

63% of the respondents' household members were broadly of working age (17-65 years). 22% were children below 16 years. 15% were aged 66+.



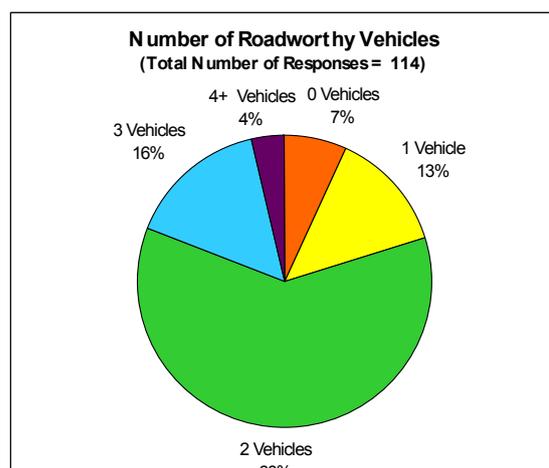
Years in Chrishall

Chrishall appears to have a relatively stable population, with 60% of respondent households having lived in Chrishall for over 10 years, and 81% having lived in the village for over 5 years.



Roadworthy Vehicles

86% of respondents' households owned at least 2 roadworthy vehicles, reflecting the strong dependence on personal transportation in the village. Many households (21%) have 3 or more vehicles.

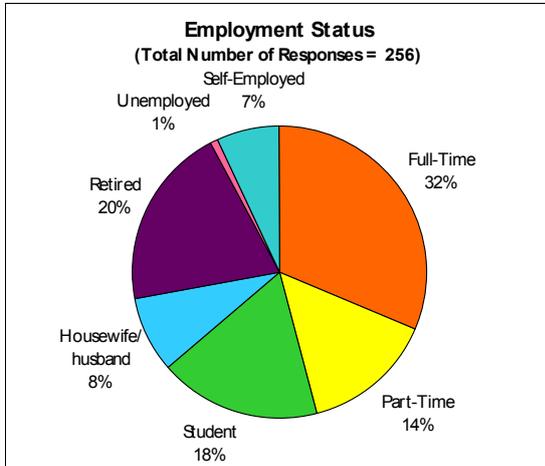


7% of respondents' households had no roadworthy vehicles.

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Employment Status

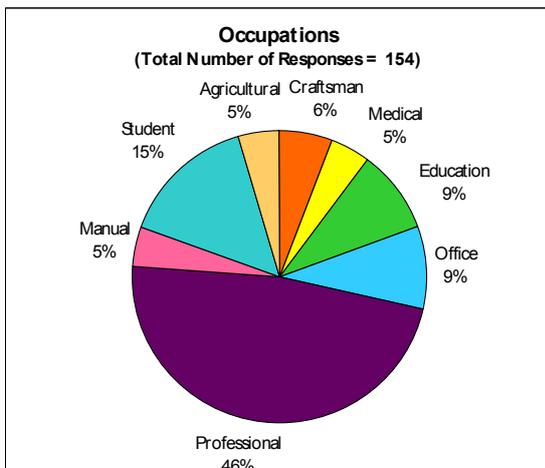
Of the 256 respondents, 71% were in employment, with 53% employed on a full or part-time basis. A further 18% were students.



8% of the respondents were housewives/husbands and 20% of respondents were retired.

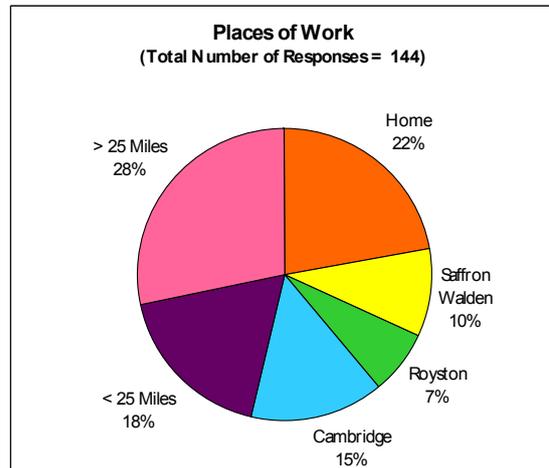
Occupations

Of the working respondents, over 69% were in a professional occupation (medical, education, office or other professional). 16% were in a trade or craft or are working on the land. 15% of respondents were students.



Places of Work

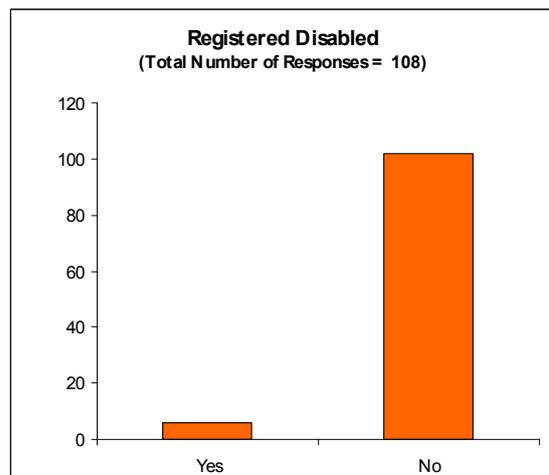
The distribution of workplaces of the respondents was mixed, with 22% working from home, 50% working within a 25 mile radius and 28% working further than 28 miles from Chrishall.



32% of respondents worked in local towns, with 15% working in Cambridge, 10% in Saffron Walden and 7% in Royston.

Registered Disabled

6 of the respondents (6%) were registered disabled.



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Main Recommendations/Actions

Household Survey

As this was an information seeking section there are no recommendations.

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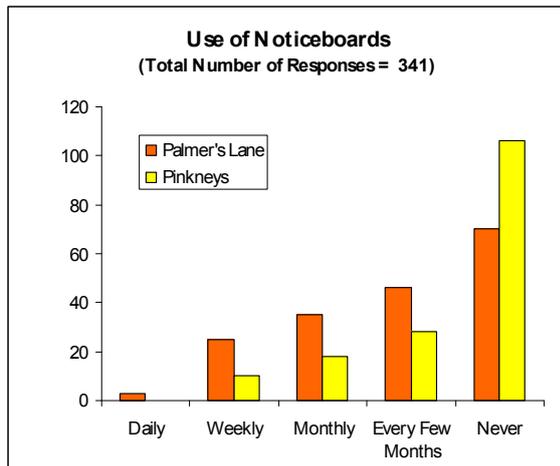
Adult Survey Analysis

Questionnaires were distributed to 413 adults and 197 responses were received.

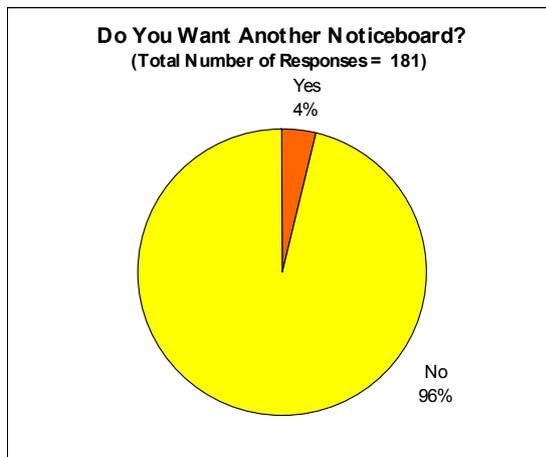
Village Assets

Notice boards

The village notice boards at Palmer's Lane and Pinkneys are an infrequently used resource. Only 27% of respondents used either notice board on a regular basis, while a further 21% used them only every few months. The Palmer's Lane notice board was used by twice as many respondents as the one at Pinkneys.



There was little desire in the village for another notice board with 96% of respondents rejecting this suggestion.

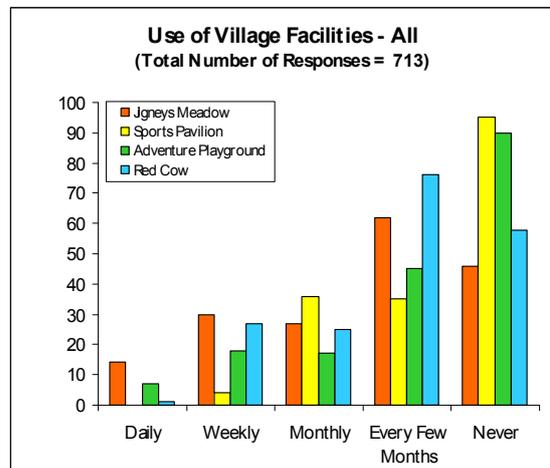


Village Facilities

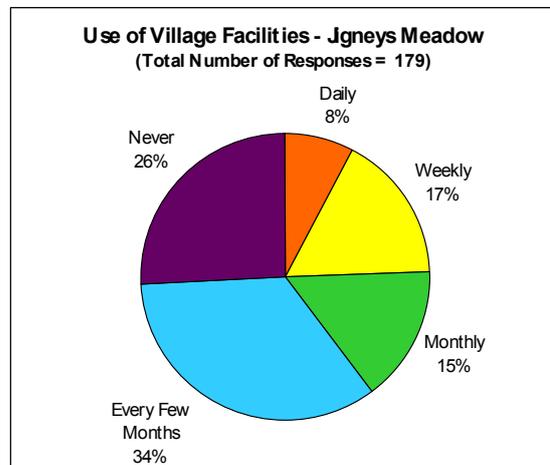
The use of the following village facilities was investigated:

- Facilities**
- *Jigneys Meadow*
 - *Sports Pavilion*
 - *Adventure Playground*
 - *Red Cow Public House*

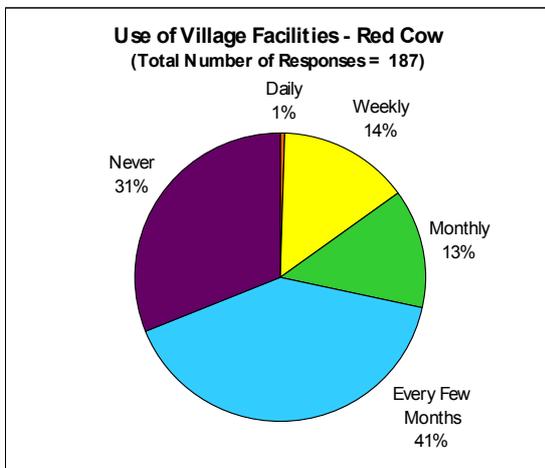
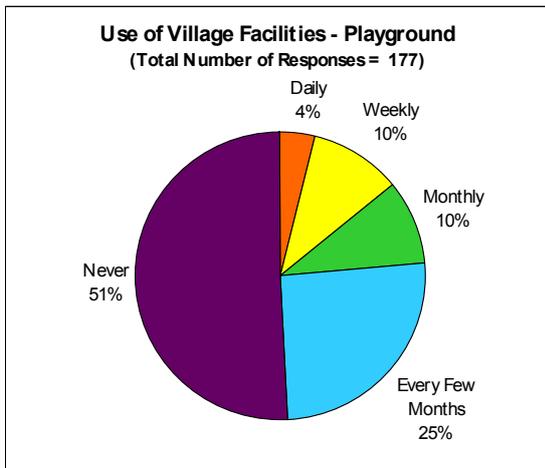
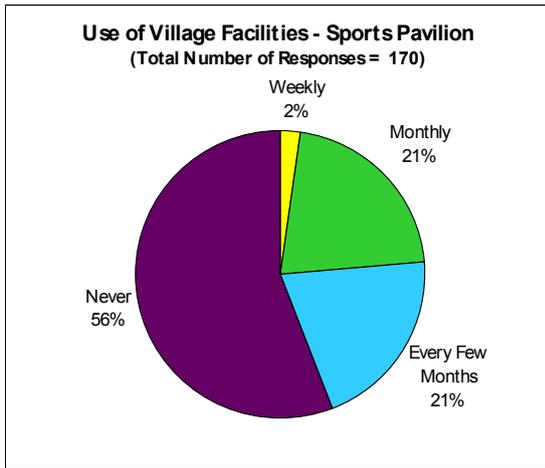
Overall these facilities were used rather infrequently with only 29% of respondents using these facilities on a monthly basis.



Jigneys Meadow and the Red Cow were the most often used with over 70% of respondents using them at least every few months.

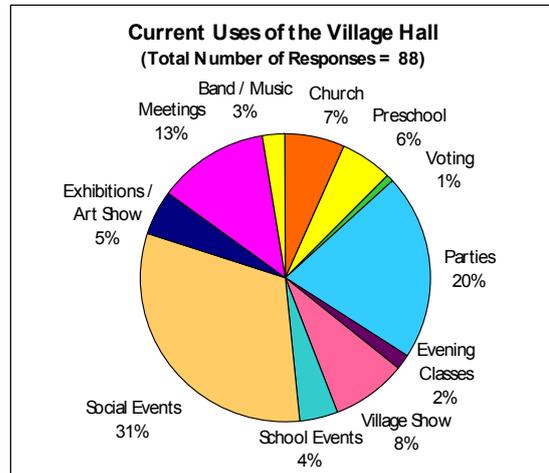


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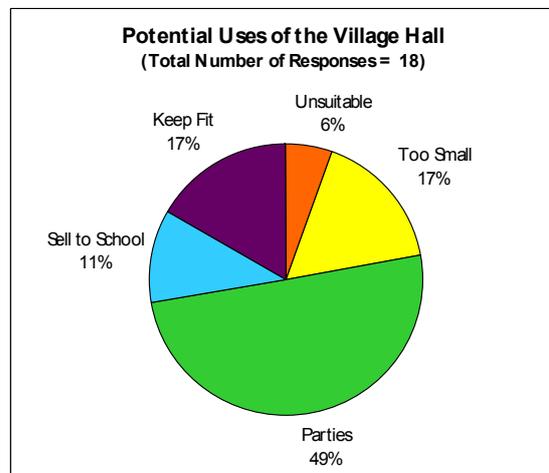
Village Hall

The Village Hall was used by 47% of respondents, although another 12% said that they may use it in the future. There was a wide variety of uses made of the Village Hall:



The predominant use was for social events, parties and village or committee meetings for groups such as the Parish Council.

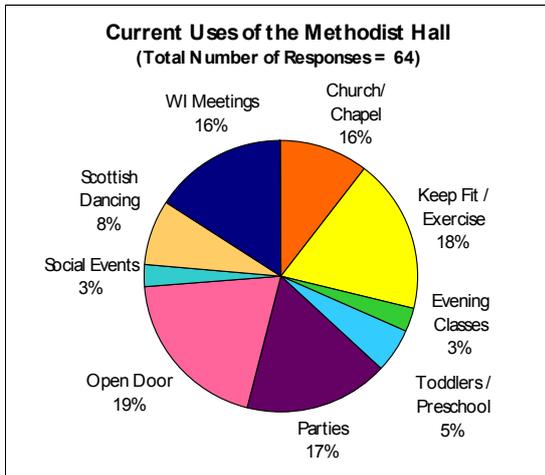
Of the small number of respondents who did not use the Village Hall, but suggested an alternate use, 49% of respondents felt that they would use it for parties in the future. 34% felt that the space was unsuitable for their purposes, usually as it was too small.



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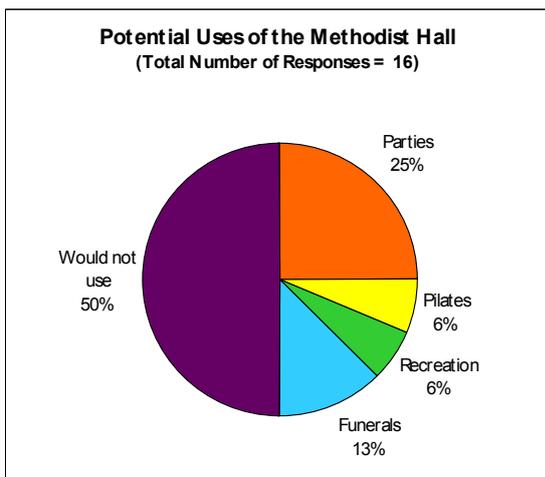
Methodist Hall

The Methodist Hall was used by fewer respondents than the Village Hall with just 35% reporting that they used it. Like the Village Hall it has a variety of uses:



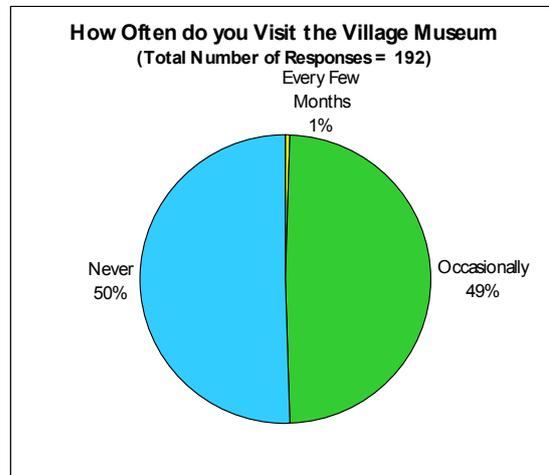
The predominant uses were the Open Door, WI and Church meetings and various exercise / keep fit groups and parties.

The suggested future uses of the Methodist Hall mirror its current uses, although a number of respondents indicated that they would not use the Hall.



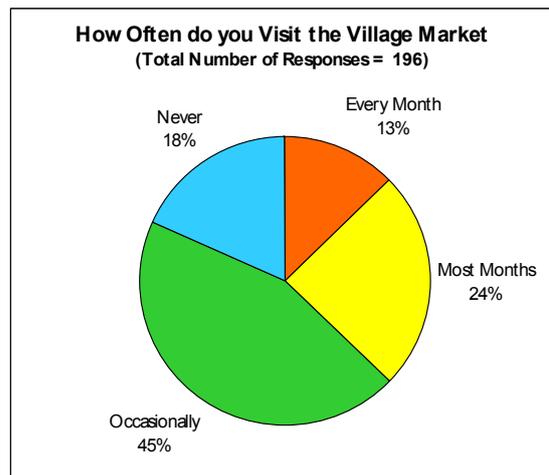
Village Museum

The Village Museum was used very infrequently. It has been visited occasionally by 49% of respondents, and never by 50%.



Village Market

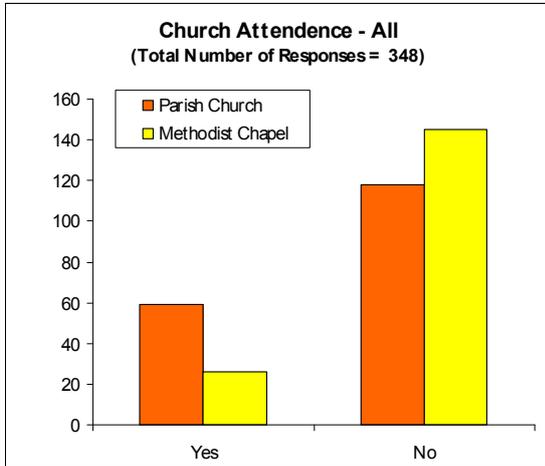
The Village Market was used often by 37% of respondents with another 45% visiting occasionally. Overall 82% of respondents said that they had visited the Village Market.



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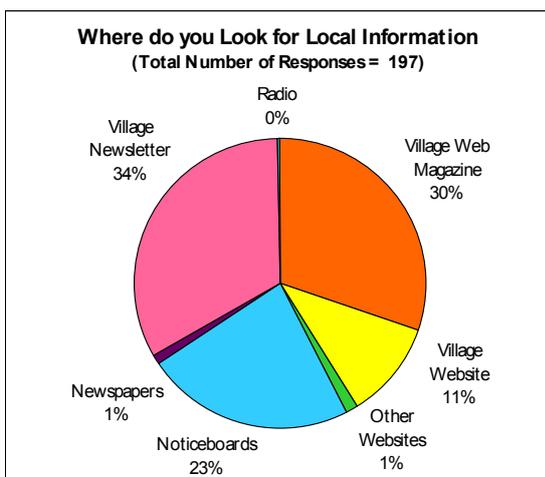
Churches

24% of respondents visited either the Parish Church or Methodist Chapel. The majority of these church-goers (70%) attended the Parish Church.



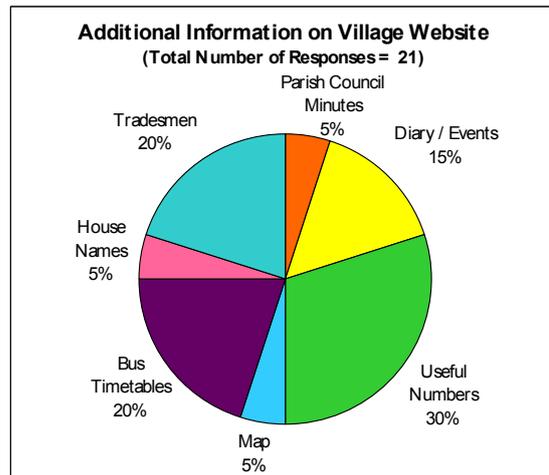
Local Information

Respondents relied heavily on local publications to find information on local events and services. 34% of respondents looked in the Village Newsletter and 30% looked in the Village Web magazine. A further 23% used the notice boards, with only 11% using the village website.

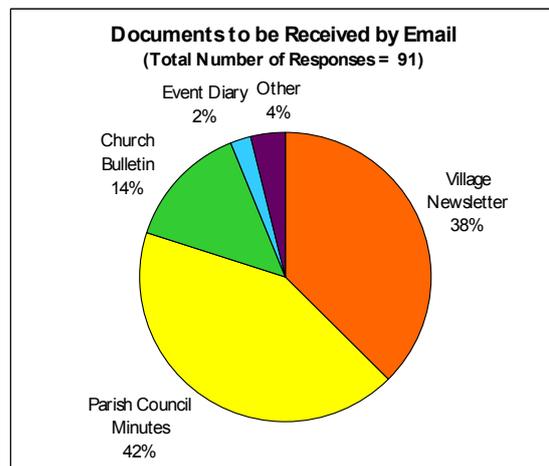


Village Website and Email

While many villagers were unaware of or had not used the village website, the main features that respondents asked to be added to it were lists of useful numbers, tradesmen and businesses in the village, bus timetables and a diary of events.



In addition, respondents wished to receive Parish Council minutes, the Village Newsletter and Church Bulletin by email.



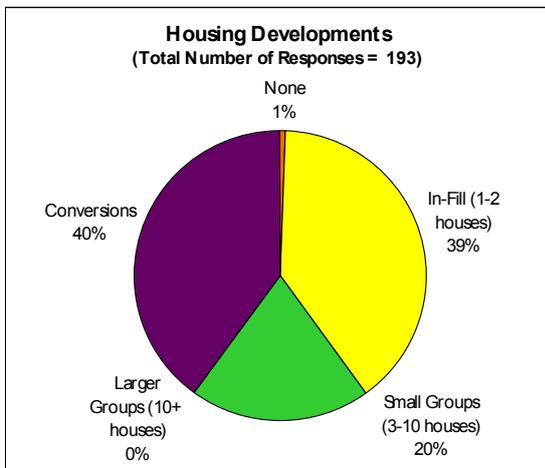
Computer and Internet Use

85% of 190 respondents had a computer at home, and 83% had access to the Internet from home. Only 15% of respondents would use the Internet if it were available elsewhere in the village.

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Planning and Development

There was a strong preference expressed for limited housing development in the village. Conversions of existing buildings and in-fill of 1-2 houses were supported by 79% of respondents, with 20% supporting larger developments of 3-10 houses. There was minimal support for larger developments of 10+ houses or for freezing development in the village entirely.



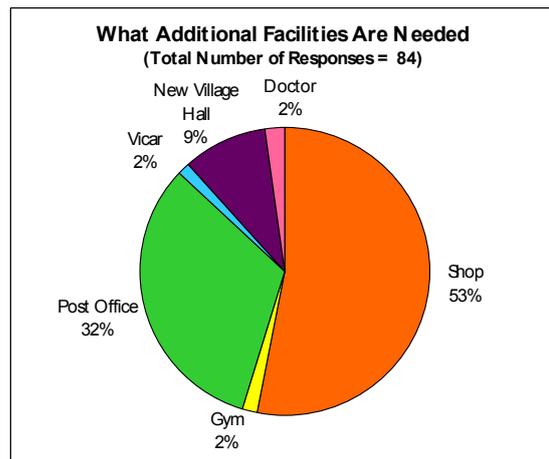
29% of respondents highlighted the need for affordable housing for first time buyers and/or local families. Many of these expressed a desire that an arrangement could be reached whereby social housing would remain available to local youngsters. This was offset by a smaller number of respondents (6%), who pointed out that social housing built as part of larger developments will not remain in the village in perpetuity.

12% of respondents asked that developments should be limited to allow the preservation of the village character. In particular, concern was raised about increasing the level of traffic through the village if a significant number of new houses were built. The number of crowded in-fill sites was also seen as a concern by 10% of the respondents.

Additional Village Facilities

72% of 184 respondents felt that the village requires additional facilities.

Of those who wished to see additional services, overwhelmingly the most requested facilities are a new shop (53% of respondents) and to a lesser extent a new Post Office (32% of respondents).



Environment Issues

Recycling

The majority of the 113 respondents were reasonably happy with the recycling services provided by Uttlesford District Council.

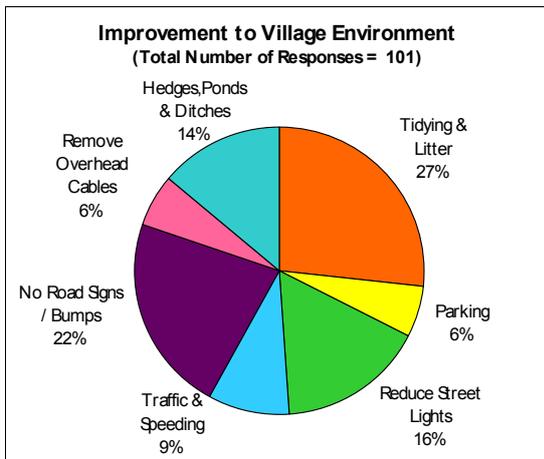
There were however a number of suggestions made for improvements. 26 respondents (23%) would welcome a collection service for glass bottles alongside the existing recycling collections. 16 respondents (14%) felt that the recycling bins should be resited, preferably being placed on permanent hard-standing not on grass.

Others felt that the green skip service was good, but that it could stay longer in the village and the schedule for its visits should be published more widely.

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Village Environment

The main improvements suggested to the village environment fall into two categories. The first was the maintenance of the village environment. 41% of respondents felt that tidying, removing litter and maintaining the hedges, ponds and ditches in the village was essential to maintain a positive village environment.



The second main concern expressed was that of road development and the increasing “urbanization” of the village environment. While there was concern that there is too much speeding and obstructive parking in the village, there was opposition (38% of respondents) to the increased use of roadside signs and street lights in the village.

A number of respondents (12%) would like to improve the village environment by rerouting overhead telephone and power cables underground, and removing existing stretches of pavements and returning them to traditional verges.

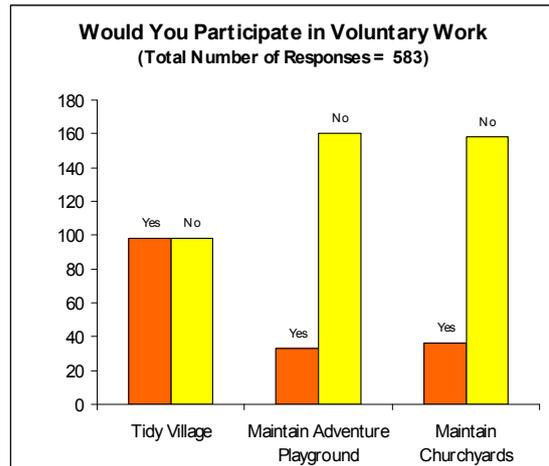
Best Kept Village

The majority (65%) of the 176 respondents did not want to enter Chrishall into the Best-Kept Village competition.

Volunteer Working

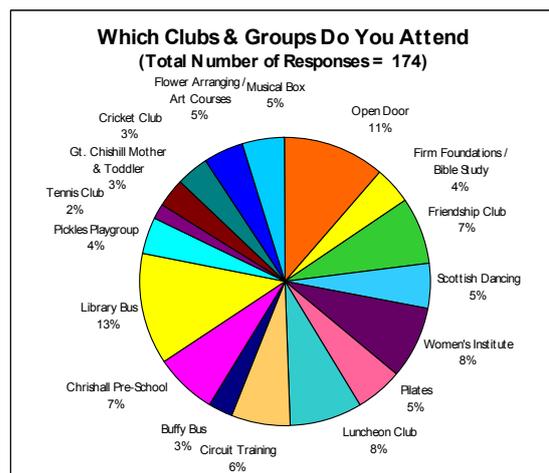
50% of respondents indicated that they would be willing to participate in voluntary working groups to help tidy the village.

Only 20% of respondents would be similarly willing to help maintain the Adventure Playground or Churchyards.



Clubs and Groups

There are a range of groups and clubs in Chrishall and the surrounding area covering a broad spectrum of age groups and interests.

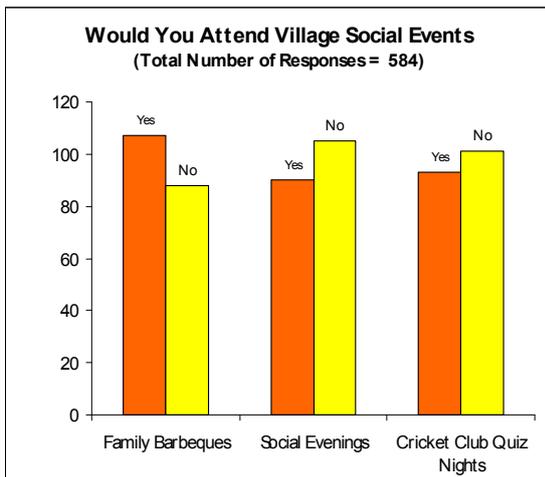


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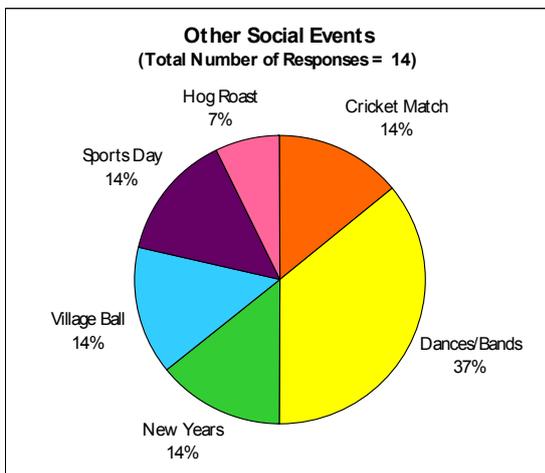
Leisure and Recreation

Village Social Events

The major village social functions (the Cricket Club quizzes, family barbeques and other social evenings) appear to be popular with approximately 50% support for each from the respondents.



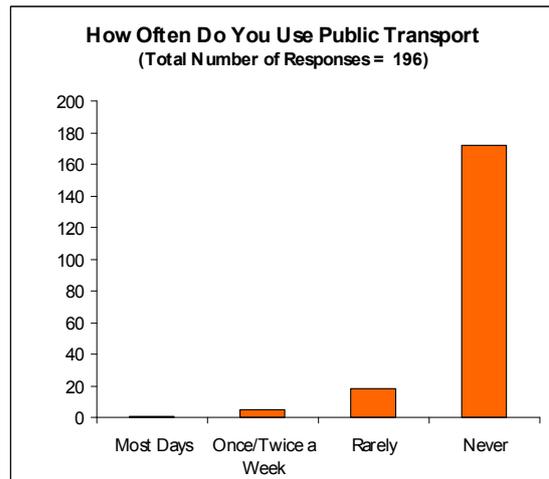
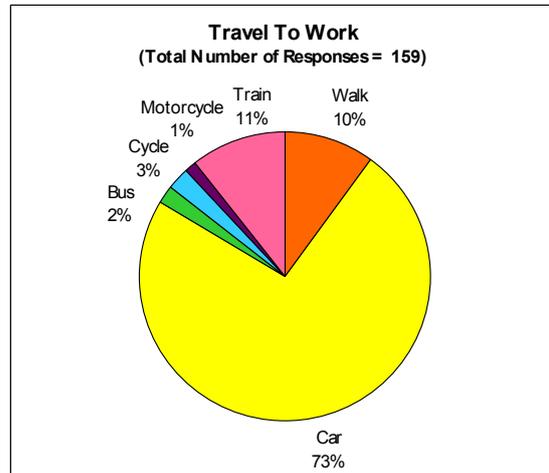
A small number of respondents provided suggestions as to additional social events that could be staged, as shown below:



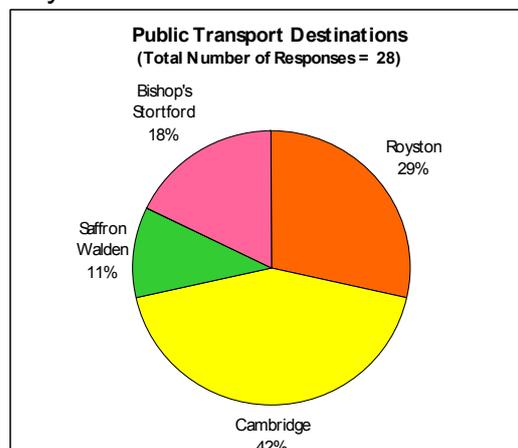
Transport

Travel to Work

73% of respondents travelled to work by car. A further 14% walked or rode to work. 88% of respondents never used public transport.



For those who do, the main destinations were Cambridge and Royston.

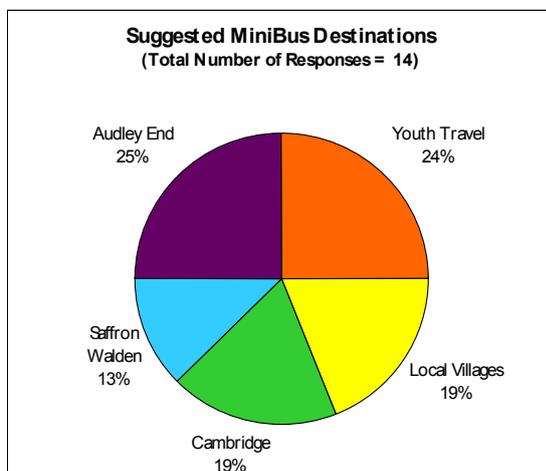


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Local transport to and from the Village

71 of 186 respondents (38%) said that they would use a regular bus service to a local destination.

43 of 176 respondents (24%) said that they would be interested in using a regular minibus service from the village. The main destinations that were requested were Cambridge, Audley End station and Saffron Walden. Five of the respondents felt that a minibus would be useful to help youngsters travel to social events.



Very few respondents use the Volunteer Social Car Service around the village. Only 1.5% of respondents use the service, although 13% of respondents were willing to offer their services as a driver.

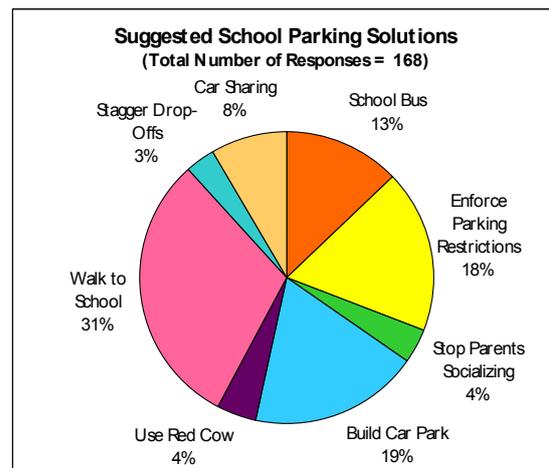
A similarly low number (1.5%) of respondents used the Uttlesford Community Transport Service.

Traffic in the Village

School Parking

94% of the 122 respondents to this question felt that parking around the school in the mornings and afternoons was a problem.

Within the respondents stating that this was a problem, there were a number of suggestions as to how to overcome this issue:



The most popular suggestion with 31% of respondents was to have more pupils and parents walking to school. A number of respondents suggested that parking at different points in the village and better supervision of children walking from there to the school would solve much of the problem. Only 15% of respondents said that they would use a Walking Bus to school.

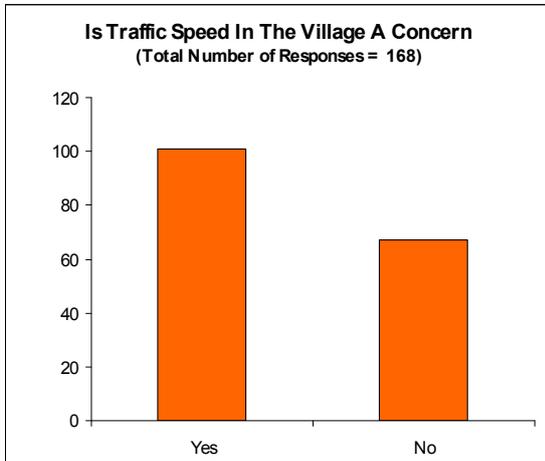
19% felt that building a new car park close to the school would solve the problem, while 18% wanted to see parking restrictions around the school enforced more strictly. 13% of respondents wanted more use of school buses or minibuses to avoid congestion.

A number also suggested that better education of mothers to the problems caused would allow quicker drop-offs of children with no socializing.

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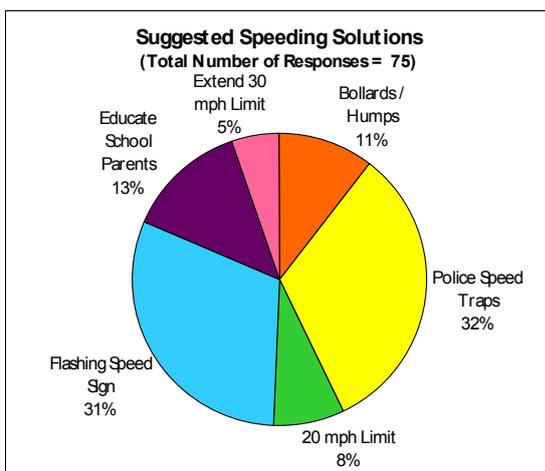
Traffic Issues

60% of respondents felt that excess traffic speed was an issue in the village, while 40% did not.



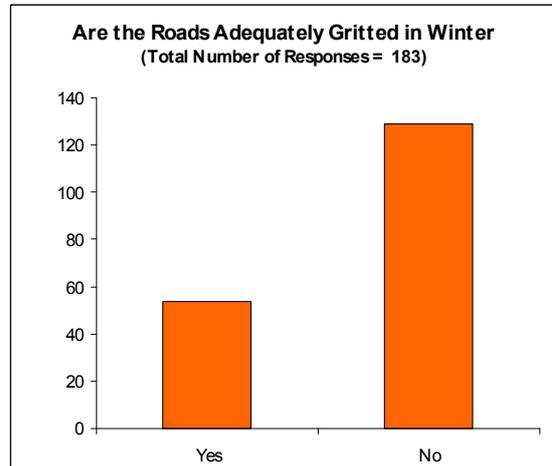
Of those respondents who expressed an opinion, 54% favoured a less visually intrusive roadside environment with fewer roadsigns and no humps.

There were also a number of specific suggestions made as to how to reduce speeding. 32% of these supported random police speed checks, while 31% thought that flashing speed signs at the entrances to the village would be effective.



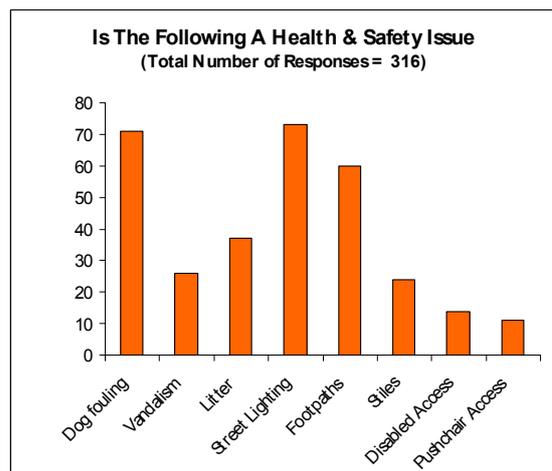
A number of respondents (13%) again highlighted the reduction of drop off times at the school as a way to avoid congestion.

The other major issues highlighted by respondents included the lack of gritting of the roads. 71% of respondents felt that the roads were inadequately gritted in winter, and some also highlighted the need to grit pavements.



Health and Safety Issues

Street lighting was the most frequently discussed health and safety issue, closely followed by dog fouling. Each of these issues was mentioned by approximately 37% of respondents.

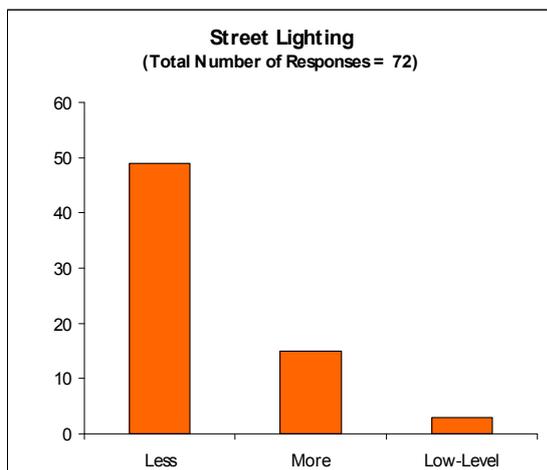


90% of respondents to the dog fouling question were concerned at its level, especially around Jigneys Meadow and to a lesser extent on pavements. Many respondents favoured taking action against offenders.

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Street Lighting

68% of respondents who highlighted street lighting as an issue felt that the amount of lighting should not be increased. The main reasons were to reduce light pollution and to maintain the rural character of the village.



25% of respondents felt that there should be more street lighting, although a number of these respondents wanted this to be restricted to low-intensity and mid-height to reduce light pollution.

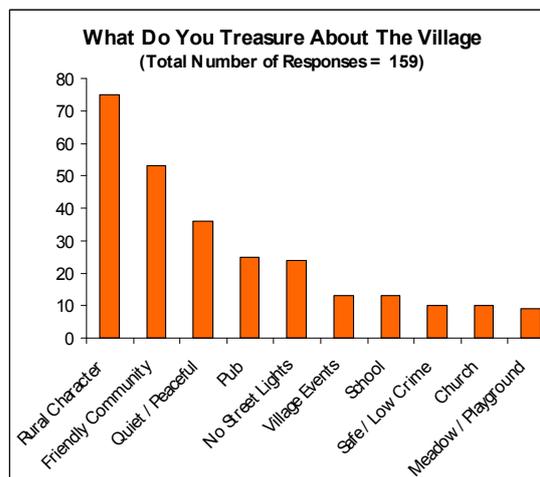
Footpaths and Byways

34% of respondents (109 out of 316) highlighted issues relating to the footpaths around the village. The main issue raised was the excessive use of the footpaths and green lanes by 4x4 vehicles and motorbikes. The causes the lanes to become muddy and rutted, and noise from motorbikes in particular is a nuisance to those living close to the paths.

The other main issue raised was the need to keep the lanes and paths maintained in good condition, with hedges trimmed back and ruts removed. Three respondents also wished to see a footpath built around the Martinholme pond.

Things to Treasure

When asked which aspects of Chrishall they treasured particularly, most respondents (55%) highlighted Chrishall's essential nature as a small, friendly rural village in a beautiful quiet countryside location.



25% of responses mentioned the rural character of the village, appreciating its size, location and lack of urbanization. Many of these respondents connected the lack of street lighting and road signs to their feeling of a small rural village environment. A further 12% of responses mentioned the quietness and peacefulness of the village and the lack of through traffic.

The friendliness of the community and the willingness to 'chip in' in times of need was mentioned by 18% of responses.

The pub and other centres and opportunities for the village to come together such as social events and the market were also highlighted.

Other treasured features of the village included its school, churches, meadow and recreational facilities, meeting halls, the views from the village and its footpaths, pumps and ponds.

CHRISHALL VILLAGE PLAN

Main Recommendations/Actions

Adult Survey

Village Facilities

- Parish Council should encourage committees of all village facilities to actively advertise details re contacts, cost etc .in “Village Web” Newsletter and Free Papers.
 - Parish Council should seek a mechanism to enable the village’s public house to continue as a community facility.
-

Communications and Information

- Parish Council should take responsibility for the Parish website onto which can be added requested information.
 - Parish Council should investigate the facility of a computer with internet access for community use
-

Planning and Development

- Parish Council should ensure they are working together with Local Authorities to maintain the character of the village within the confines of the Local Development Framework.
 - Parish Council should investigate the feasibility of a village shop and post office.
-

Environment Issues

- Parish Council should increase pressure on Uttlesford District Council to introduce kerbside glass collection in the near future. If this cannot be achieved the central collection bins should be re-instated.
- Parish Council should investigate whether kitchen and green waste can be mixed together in the brown wheelie bin.
- Parish Council should arrange for a notice to be placed in the adventure playground requesting “Litter must be taken home”.
- Parish Council should request removal of excessive road signs by Essex County Council Highways Department.

CHRISHALL VILLAGE PLAN

- Parish Council should cost the re-routing of overhead cables to underground, and publish the information to residents.
-

Leisure and Recreation

- Parish Council should initiate regular social functions which include all socio-demographic mixes within the village.
-

Transport

- Parish Council should investigate with Essex County Council an increase in bus services to Audley End Station, Saffron Walden and Cambridge.
-

Traffic in the Village

- Parish Council should liaise with the School, Pre-school and landowners to investigate alternative parking facilities.
 - Parish Council should request periodic speed checks within the village.
 - Parish Council should review the road gritting arrangements with Essex County Council.
-

Health and Safety

- Parish Council should continue to pursue dog fouling issues and seriously consider a reporting mechanism for offenders.
 - Parish Council should acknowledge and recognise the strong concerns of the respondents regarding street lighting, and should oppose with vigour all and any future proposed enhancement, extension or development of street lighting in the village.
 - Parish Council should review the feasibility of reverting the status of Parkhouse Lane and Dark Lane to Bridleways and review other public rights of way within the parish.
 - Parish Council should ensure landowners are aware of their responsibility with regard to hedges, ponds and ditches.
-

Things to Treasure

CHRISHALL VILLAGE PLAN

- Parish Council should ensure that the nature of a small, friendly village be maintained.

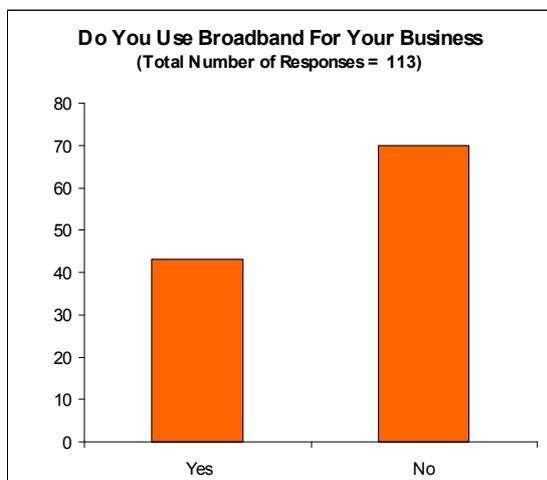
CHRISHALL VILLAGE PLAN

Employment & Business Survey Analysis

Questionnaires were distributed to 413 adults and 114 responses were received, from working adults (16+ years) only.

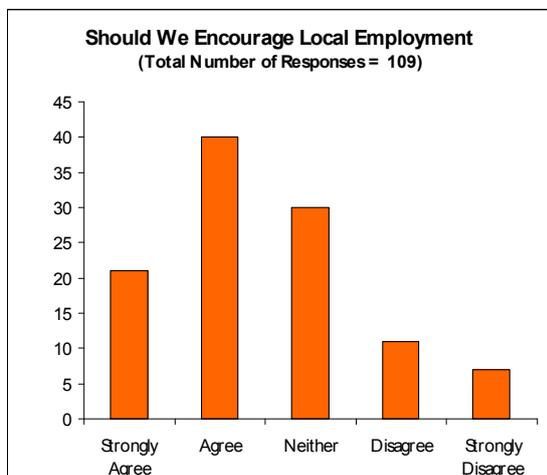
Local Infrastructure Broadband Internet Access

38% of respondents used broadband internet access for their business, although only 18% of respondents had their own website.

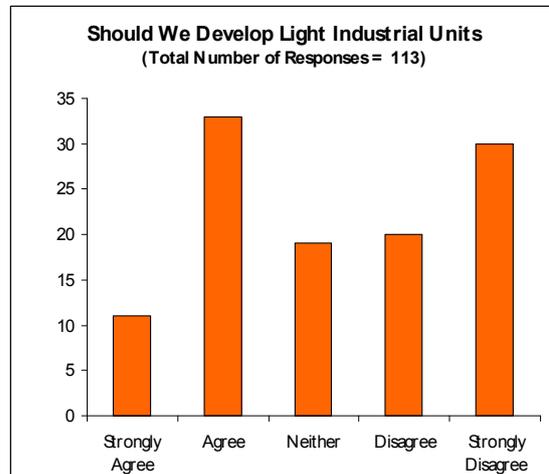


Local Employment

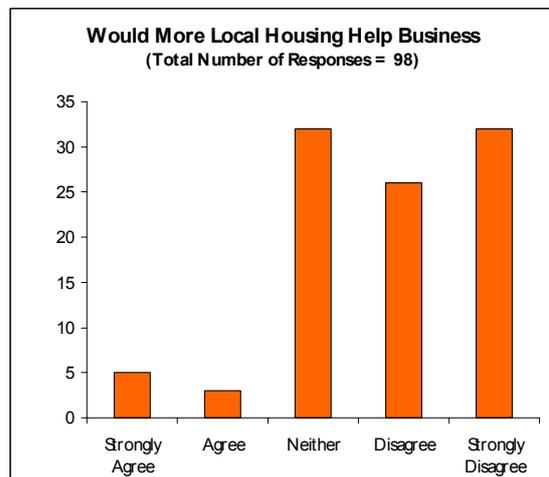
When asked whether Chrishall should encourage employment within and around the village, 56% of respondents were in favour, with 17% against.



44% of respondents were against the building of light industrial units in appropriate sites to provide accommodation for small businesses within the village, with 39% of respondents in favour.



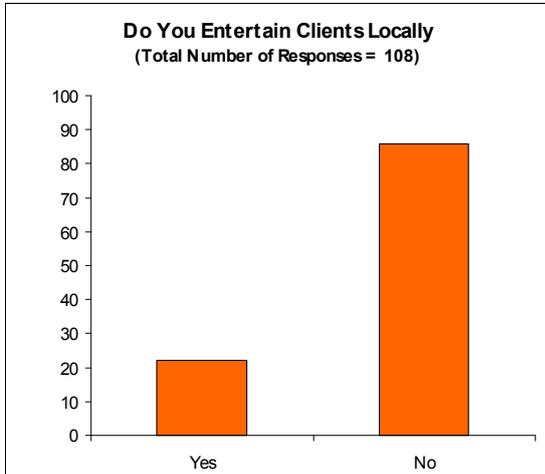
The majority of respondents (59%) rejected the suggestion that more local housing would help local businesses. Only 8% of respondents felt that more housing would be beneficial to local business.



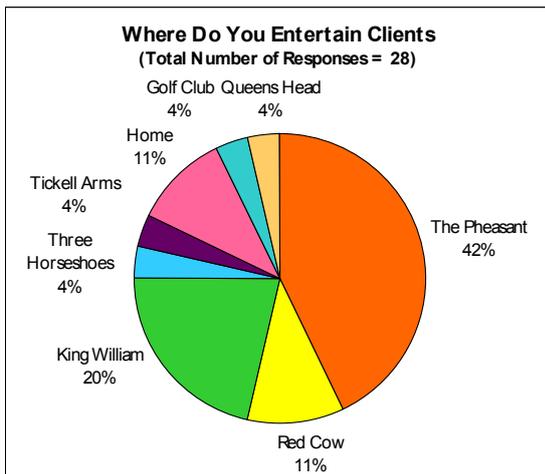
CHRISHALL VILLAGE PLAN

Local Employment (continued)

20% of respondents stated that they entertained clients in the locality. Within this group, a number of venues were used.



The venues used for entertaining clients were predominantly the local public houses in Gt. Chishill (The Pheasant), Heydon (The King William IV) and Chrishall itself (The Red Cow). The Pheasant (42%) and King William (20%) were by far the most popular venues.



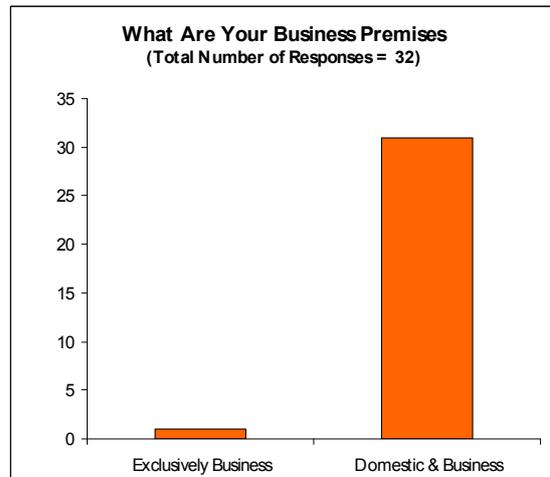
Other venues used included respondent's homes, the golf club at Heydon and other more distant restaurants.

Businesses Located in Chrishall

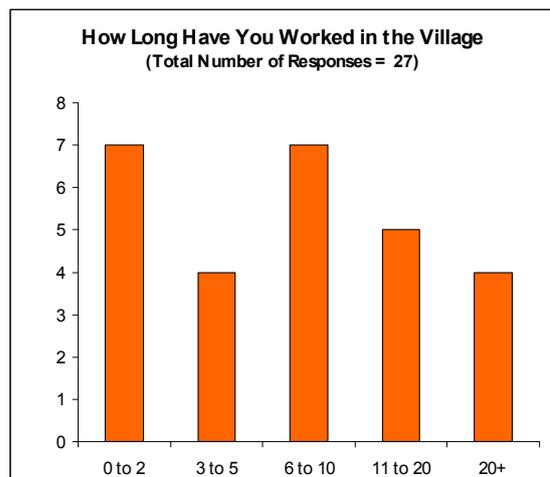
The questions in this section were answered only by those people who actually work in Chrishall.

Business Premises

Only one of the respondents (3%) worked from premises dedicated to their business. The majority (97%) worked from home.



Many of the people working within Chrishall were well-established. 59% of respondents have worked within Chrishall for more than 5 years.

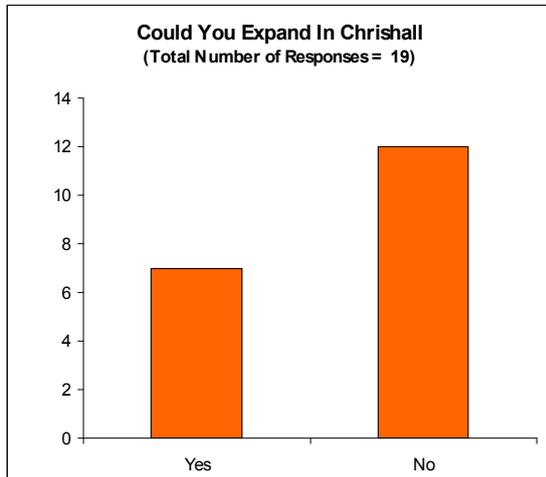


89% of respondents stated that the facilities available within Chrishall were adequate to enable them to continue to operate for the foreseeable future.

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Expansion in Chrishall

63% of respondents felt that they would be unable to expand the size of their business premises within Chrishall. The main reason given was the lack of appropriate office units and infrastructure.



Local Business Services

Only 9 out of 26 respondents (35%) were aware of the local business services provided by the District Council. Even fewer (17%) were aware of any local grant aid for rural businesses.

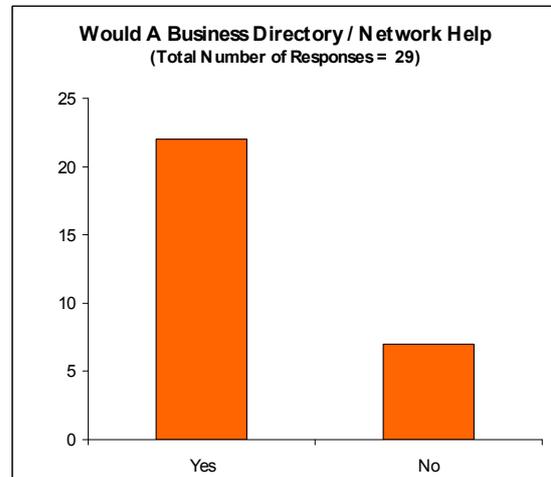
Changes Required

Of the 14 respondents to a question asking 'What changes in the village would you recommend in order to overcome problems that were experienced?', 64% of respondents said that they did not experience any problems.

Suggestions that were made included better signposting, making business units or barns available, and a local photocopying and/or secretarial service in the village.

Business Support in Chrishall

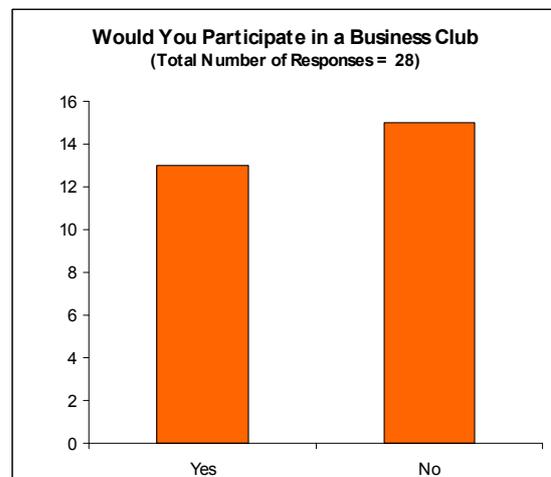
79% of respondents thought that a directory or network of businesses and services in the village/local area be a good idea.



However only 61% of respondents thought that they would list their own business in such a directory.

Business Club

46% of respondents were interested in participating in a Local Business Club that could provide opportunities to share business problems, help other local businesses and form an effective lobbying base.



Main recommendations / actions

Employment and Business

- Parish Council should encourage and support local employment opportunities.
 - Parish Council should support small business applications made to Uttlesford District Council, whilst ensuring a rural environment is maintained.
 - Parish Council should investigate the feasibility of compiling a business directory.
-

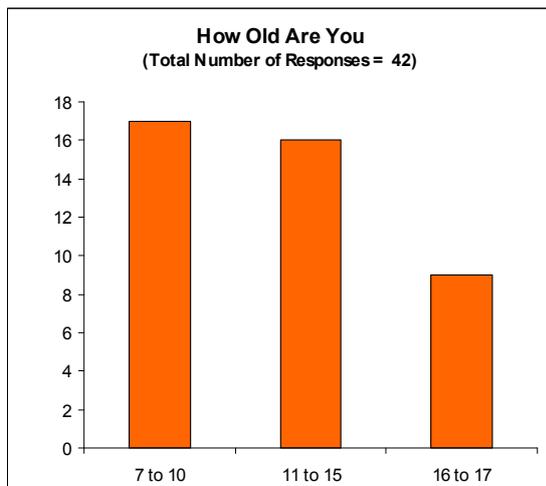
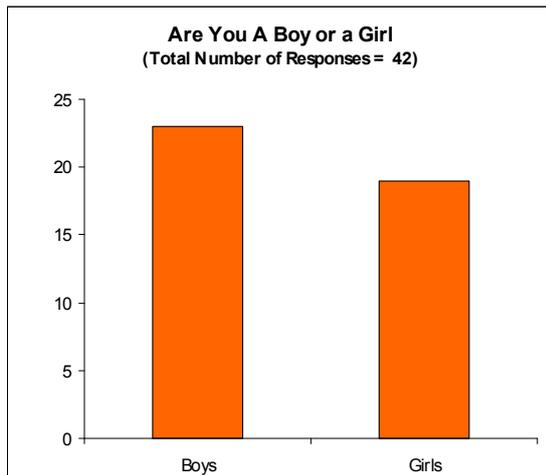
CHRISHALL VILLAGE PLAN

Youth Survey Analysis

About You

Boys and Girls

83 questionnaires were distributed and, of the 42 respondents, 55% were boys and 45% girls.



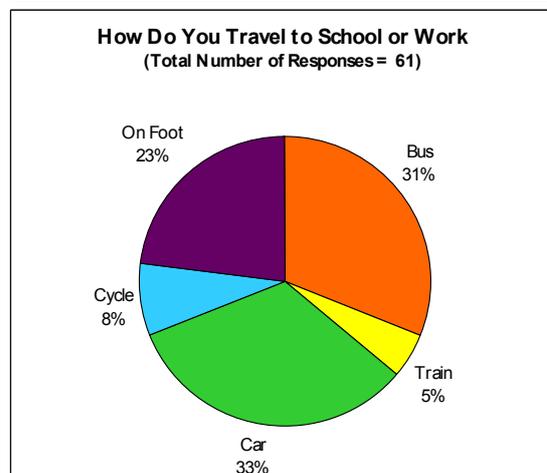
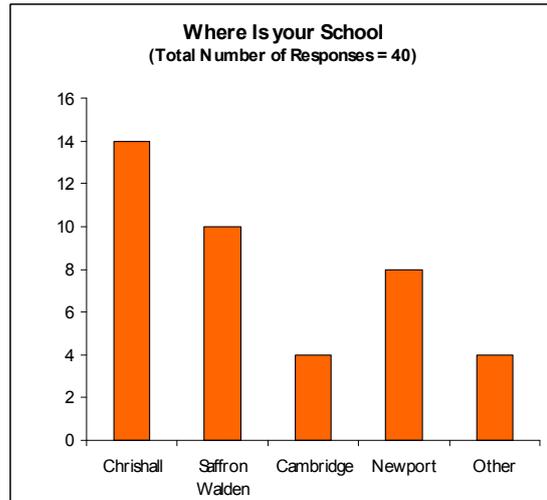
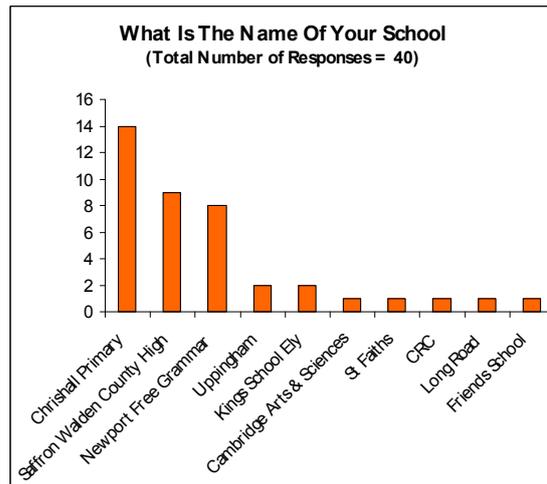
40% of respondents were aged between 7 to 10 years old. 38% were aged between 11 to 15 years old, and 21% were aged between 16 and 17 years old.

Work

17% of the respondents were working at the time of the survey, of which all were employed on a part-time basis. Most of the respondents (67%) worked in Saffron Walden, with others working in Clavering and Newport.

Schools

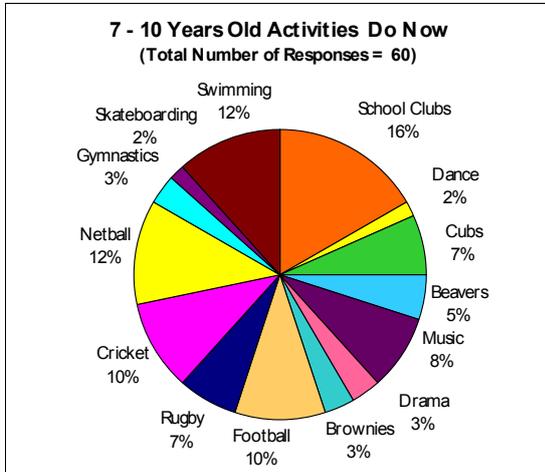
100% of the respondents were at school, predominantly Chrishall (35%), Saffron Walden County High (23%), and Newport Free Grammar (20%). 5% of those boarded at school. The most popular means of transport to school and work are car and bus.



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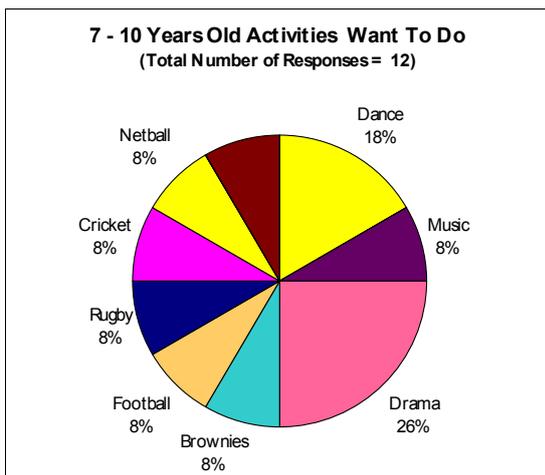
7-10 Years Activities

In the 7-10 year old category, the main activities that the respondents undertook were sports (56%) and school clubs (16%).



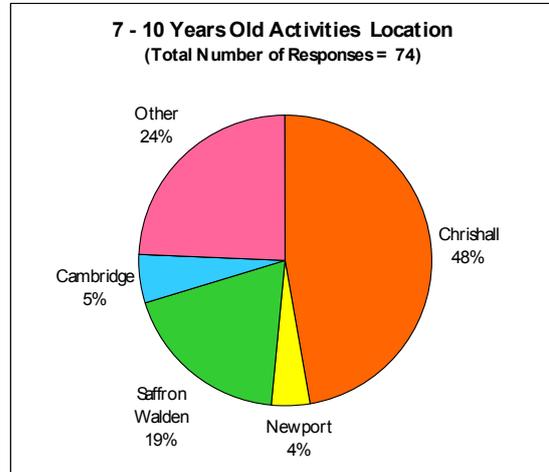
The most popular sports with the 7-10 year olds were swimming (12%), netball (12%), cricket (10%) and football (10%).

In the future the activities that they most wished to do included drama, dance and music in addition to the various sports.



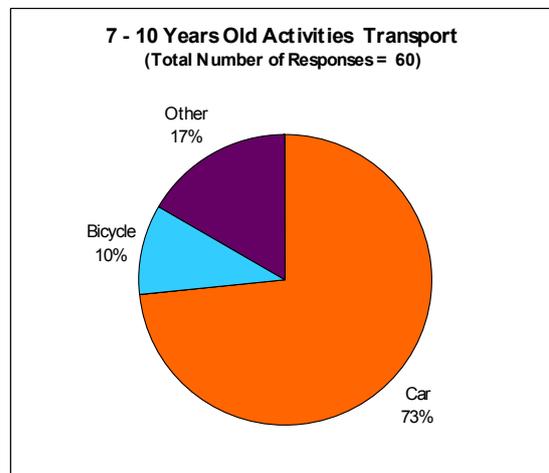
Locations

Almost half (48%) of the activities undertaken by the 7-10 year old respondents were based in Chrishall, with 19% in Saffron Walden.



Transport

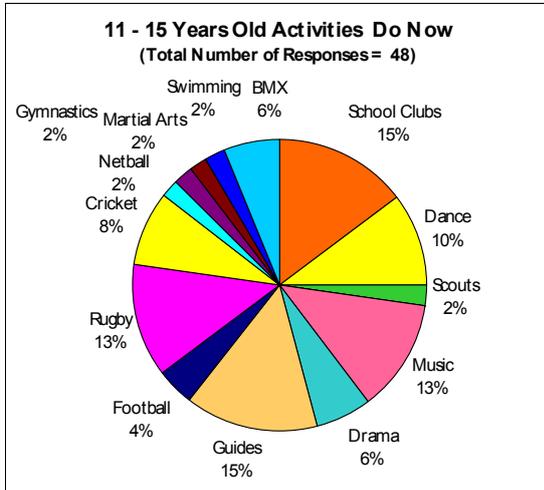
In order to reach these activities, most (73%) of the 7-10 year old respondents are driven by car.



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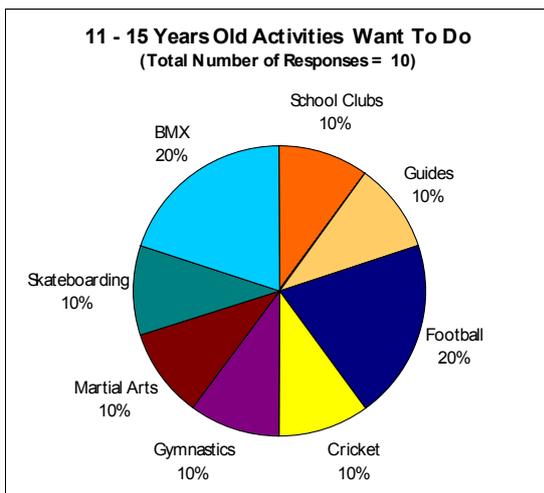
11-15 Years Activities

In the 11-15 year old category, the main activities that the respondents undertook were sports (39%), school clubs (15%) and Guides (15%).



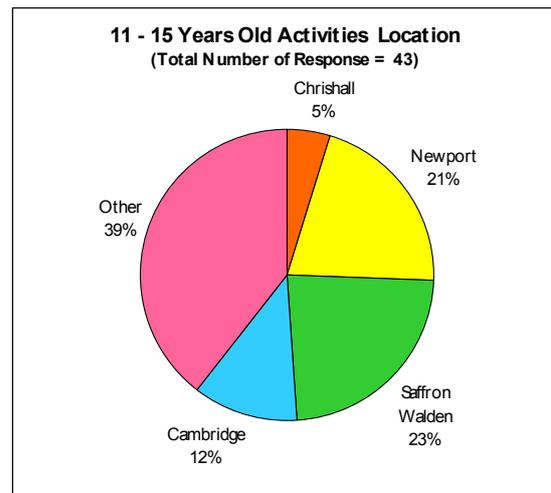
The most popular sports with the 11-15 year olds were rugby (13%), cricket (8%) and BMX (6%).

In the future the activities that they most wished to do were predominantly sports-based with BMX, football and a range of other sports.



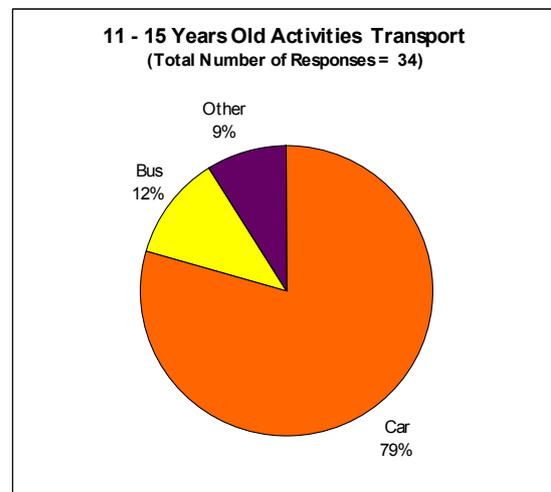
Locations

In contrast with the 7-10 year old group, only 5% of the activities undertaken by the 11-15 year old respondents were based in Chrishall. Many of the activities were based in Saffron Walden (23%) and Newport (21%). Another 52% of the activities take place in Cambridge and other locations.



Transport

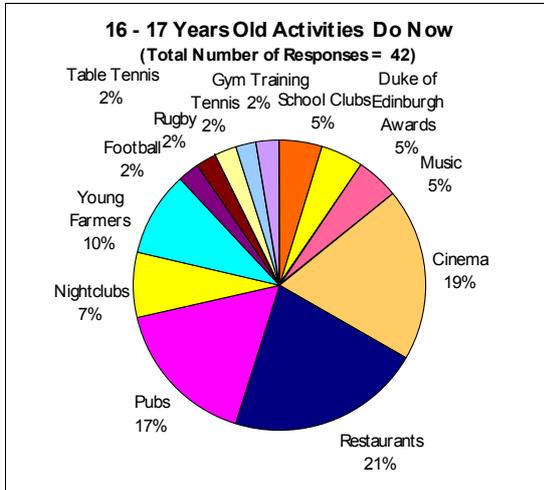
Given the spread of locations and the limited availability of public transport it is unsurprising that 79% of the 11-15 year old respondents are driven by car. 12% of journeys are made by bus.



CHRISHALL VILLAGE PLAN

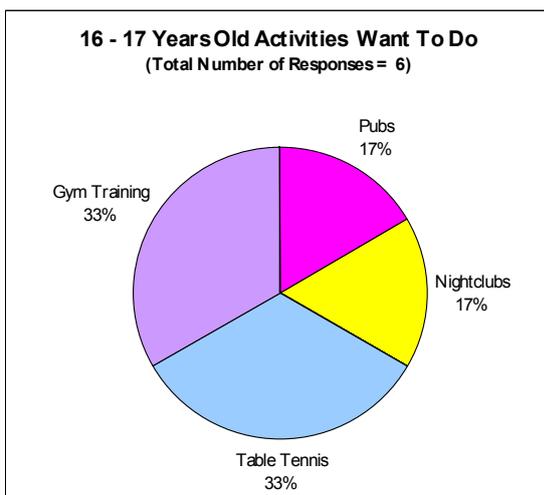
16-17 Years Activities

In the 16-17 year old category, the main activities that the respondents undertook were visiting restaurants (21%), cinema (19%) and pubs (17%)!



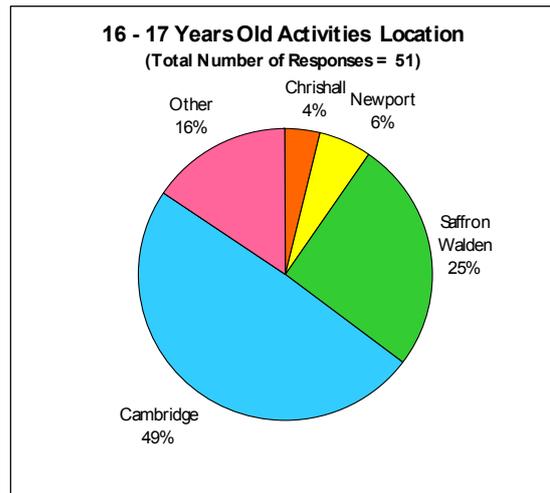
Other social activities such as Young Farmers (10%) and visiting nightclubs (7%) were also popular.

In the future the activities that they most wished to do were predominantly sports-based with gym training and table tennis, with visits to pubs and nightclubs also being eagerly anticipated.



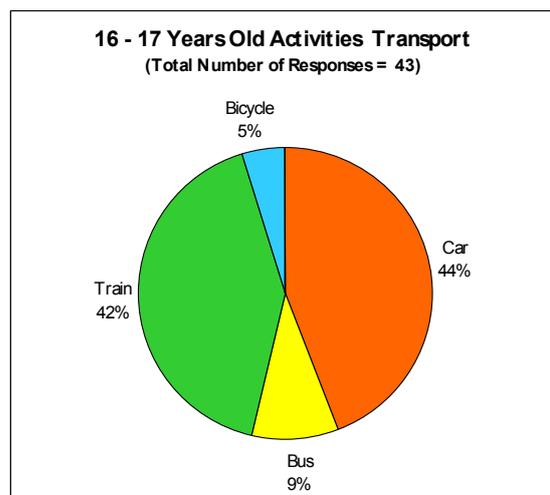
Locations

As with the 11-15 year old group, only 4% of the activities undertaken by the 16-17 year old respondents were based in Chrishall. Most of the activities were based in Cambridge (49%), with many based in Saffron Walden (25%) and Newport (6%).



Transport

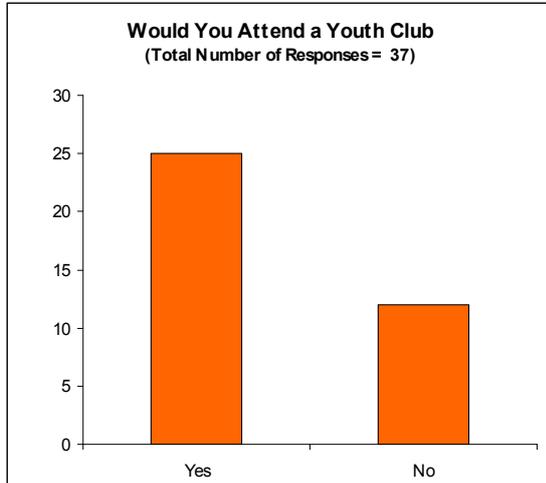
As the 16-17 year group is more independent there is a nearly even split between car (44%) and train (42%) as the modes of transport of choice to the various activities.



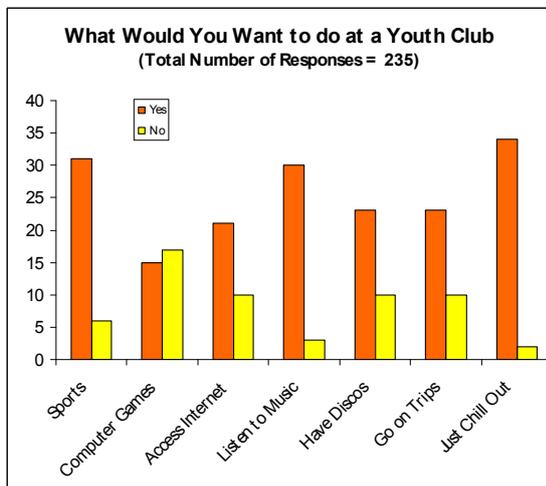
CHRISHALL VILLAGE PLAN

Youth Club

67% of respondents thought that if a Youth Club were to be founded in the village they would wish to attend. 33% thought that they would not.



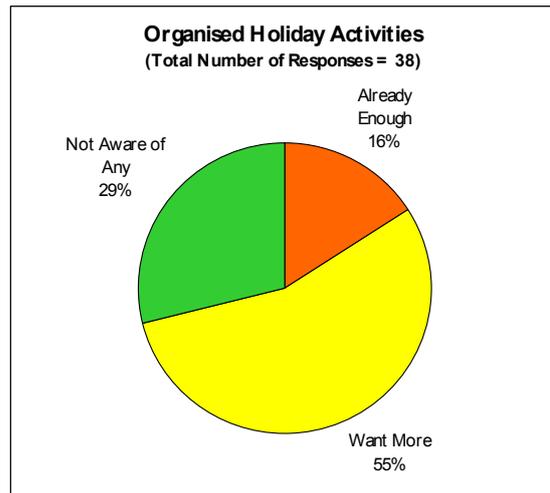
For those that wanted to attend a Youth Club, the respondents thought the main things they would like to do included just chilling out, listening to music and sports.



42% of respondents thought that they would be prepared to help run such a Youth Club, although only one respondent (3%) actually had any leadership qualifications.

Holiday Activities

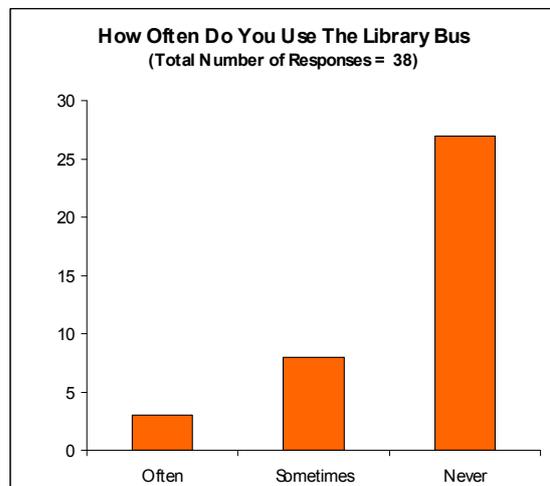
21 of the respondents to the Youth Survey wanted more activities during the holidays. 11 were not aware of any holiday activities. Only 6 respondents (16%) felt that there were enough organised activities already in the holidays.



Libraries

Library services were in moderate demand amongst youngsters, with 15% using libraries often and 55% using them sometimes.

The Library Bus service was used infrequently by respondents to the Youth Survey.



CHRISHALL VILLAGE PLAN

Main Recommendations/Actions

Youth

- Parish Council should re-visit the feasibility of leadership for youth activities including school holiday activities

CHRISHALL VILLAGE PLAN

Acknowledgements

Thanks & Acknowledgements:

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Steering Group Members

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