



# White Roding Parish Plan

a vision for the future

**Spring 2009**

# Introduction

Welcome to your copy of the White Roding Parish Plan. In January 2008 a questionnaire was distributed to 128 households within the Parish boundaries. Responses were received from 100 and this plan has been developed following an analysis of these responses.

All this was carried out as part of the government's plan to give more power to local people in influencing the decisions made by local Councils, so that residents are more involved with what happens in their surroundings.

The idea behind the questionnaire was to find out what problems affected the residents of the parish and what if anything could be done to rectify these issues. If enough people in the village and surrounding areas thought that something needed to be done about, for example, litter or speeding then this would be the proof needed to take this forward to get the problem solved.

But we have to be realistic; just because the majority of residents want an issue addressed does not mean that we can wave a magic wand and everything will be fixed. We still live in a world controlled by budgets and time tables.

So what will you find in the following pages?

Well, as this is a good chance to reach every household, a little history of the Parish has been included along with a short profile of the current state of the village. A few pictures of the surrounding area have been incorporated to illustrate points and also to make it look nice.

The main part is a discussion of the questionnaire with a list of the action points that have been raised and what can be done to address these points.

You will not find the full results of the questionnaire, because they would take up far too much room. If the whole data file was included this document would be the size of a telephone directory, but if anyone wants a print out of a particular question or section then the necessary data can be obtained from the Parish Plan committee or the Parish Council. We have also posted a copy of the results on the Parish Council website which can be seen by any one with access to the web.

# History

The village of White Roding according to the 1841 census return had 94 inhabited houses and 4 uninhabited units, with a population of 488. The 1901 census showed that the number of households had reduced to 84 with a lesser population of 375. Today the number of properties shown on the electoral roll is higher at 134 but the population is only in the order of 264 adults plus children. The trend of converting two cottages into one seems to have commenced many years ago.

During the 400 year Roman occupation many roads were constructed and three of these intersected near Great Dunmow; one travelled north east from Romford, one approximately north from Chelmsford and one travelled east – west from Colchester to Dunstable. As a consequence Roman coins and artefacts have been found in the fields surrounding the village. These Roman coins are bronze denarii and were minted during the period 211 BC to 270 AD under the orders of the relevant Roman Emperors.

Originally the village name was Blanche Rounding but at a later date became White Roothing. The Parish Church of St Martin is of Norman origin with later additions. St Martin's Church was constructed circa 1100 A.D. of flint rubble, some stone and Roman brick. It has a large embattled tower, originally surmounted by a spire and containing five bells. The 'white' part of the village name has always been attributed to the light colour of the rubble of which St Martin's tower was built.

Summarised the church details are as follows: walls have Roman bricks at corners of nave, 11th century arches and tiny windows, 12th century carved font and consecration crosses on altar stone, 13th century ironwork on south door, 14th century two carved figures in sanctuary, 15th century roof and stained glass roundel, 16th century tower with battlements, 17th century porch and new bells, 18th century chest and altar table and 19th century vestry added when the church was restored.





It is recorded that William the Conqueror held land as part of his royal demise, but no further monarch appears in records as Lord of the Manor until the reign of King Henry III. The first time White Roothing is separately named is in the Westminster Domesday of 1120.

Originally there was a separate village to the north of White Roding; known as Morrell Roding, it is now incorporated within the parish of White Roding. Comprising some 650 acres it encompasses Walkers Farm, Prows Farm, Philpotts and Cammas Hall. First mention of Morrell Roding appears in 1316, identifying Sir Geoffrey Morrell as Lord of the Manor and owner of Cammas Hall. The 1861 census gave the population as being 32 but by 1901 no independent census survey was undertaken; the incorporation into White Roding had been completed.

One of the most interesting features of White Roding is the number of houses - themselves old or built on the site of older dwellings - with moats. There are ten within the village. Although they cannot be dated, moats were generally made between the 13th and 15th centuries at a time when those who had any property to safeguard adopted this means of protection. The houses that were so protected were The Rectory, Colville Hall, Marks Hall, Mascallsbury, Gatehouse, Elms, Snows Farm, Lucas Farm, Cammas Hall and Pottings (now known as Philpotts).



The village has many fine listed buildings including Mascallsbury, Marks Hall, Cammas Hall and the most attractive inner court-yarded Colville Hall.

The oldest house in the village is the 15th century cottage "Little Timbers" on Church Lane. On the other side of the road is the old Congregational Chapel, now converted into a private dwelling house.

The old mill was the last tower mill to be built in Essex and ceased to be used in the 1930s. One eminent owner of this mill was the actor Sir Michael Redgrave during the early 1940s.





To the eastern edge of the village lies Warwicks. Built circa 1500 as a Hall House, or Hunting Lodge, the whole building is constructed of heavy timber framing, lathe and plaster with some pargetting. There are also two thatched barns in the grounds, one built around 1700 with the second built in the early 1800s. It seems the original occupiers of Warwicks may have had to hold ready a hunting hawk for the use of the King.

In 1943 construction of an airfield commenced, known as USAAF Matching, mainly sited in Abbess Roding but also partly in White Roding. This airfield became the base for the B-26 Martin Marauders, under the control of the 9th Air Force, 391st Bomb Group moving in on the 25th January 1944. During their stay until 1st October 1944 they flew 6,000 sorties, with the loss of 197 men killed, wounded or missing in action. One of the principal reasons for the build up of USAAF airbases in our immediate area was to support the Allied invasion of Europe in June 1944. On D-Day itself the group flew two missions against enemy gun positions and 2 German fighter aircraft were shot down.

USAAF Matching has now been returned to agricultural and commercial use, but much remains to be seen today. The control tower is used for radar testing, the tall water tower still stands amongst various Nissen and Romney huts. Not far away, and near to the former ambulance station, is the memorial to the 391st Bomb Group (Medium).

Schooling came to White Roding with the construction of a school house in 1812, the money for the building raised by public subscription. Known as School House, the centre portion was the teacher's cottage and either side were schoolrooms, one for boys and one for girls. The school remained in use until 1875, although a Sunday school was still being run as late as 1907. This building is now known as Church Cottage. A new school was constructed, again in Church Lane, but on the opposite side of the road and further north. Closed in the 1960s when all pupils transferred to the new Roding Primary School at Leaden Roding, this property is now known as Jacklyne House. The old school clock, believed to be a memorial to those from the parish who died in the two world wars still remains in this private residence.



# White Roding today

White Roding is a straggling village pleasantly situated on the western side of the vale of the River Roding and comprises an area of some 1,853 acres. The parish straddles the A1060 within easy travelling proximity to Bishop's Stortford, Chelmsford, Harlow and Great Dunmow.

Stansted Airport is sited some 6.3 miles from White Roding.

The parish has a landscape that is dominated by picturesque farmland and open countryside managed by the parish's farmers.

The village lies on a road route that links larger towns with the M11 and other large areas of commerce.

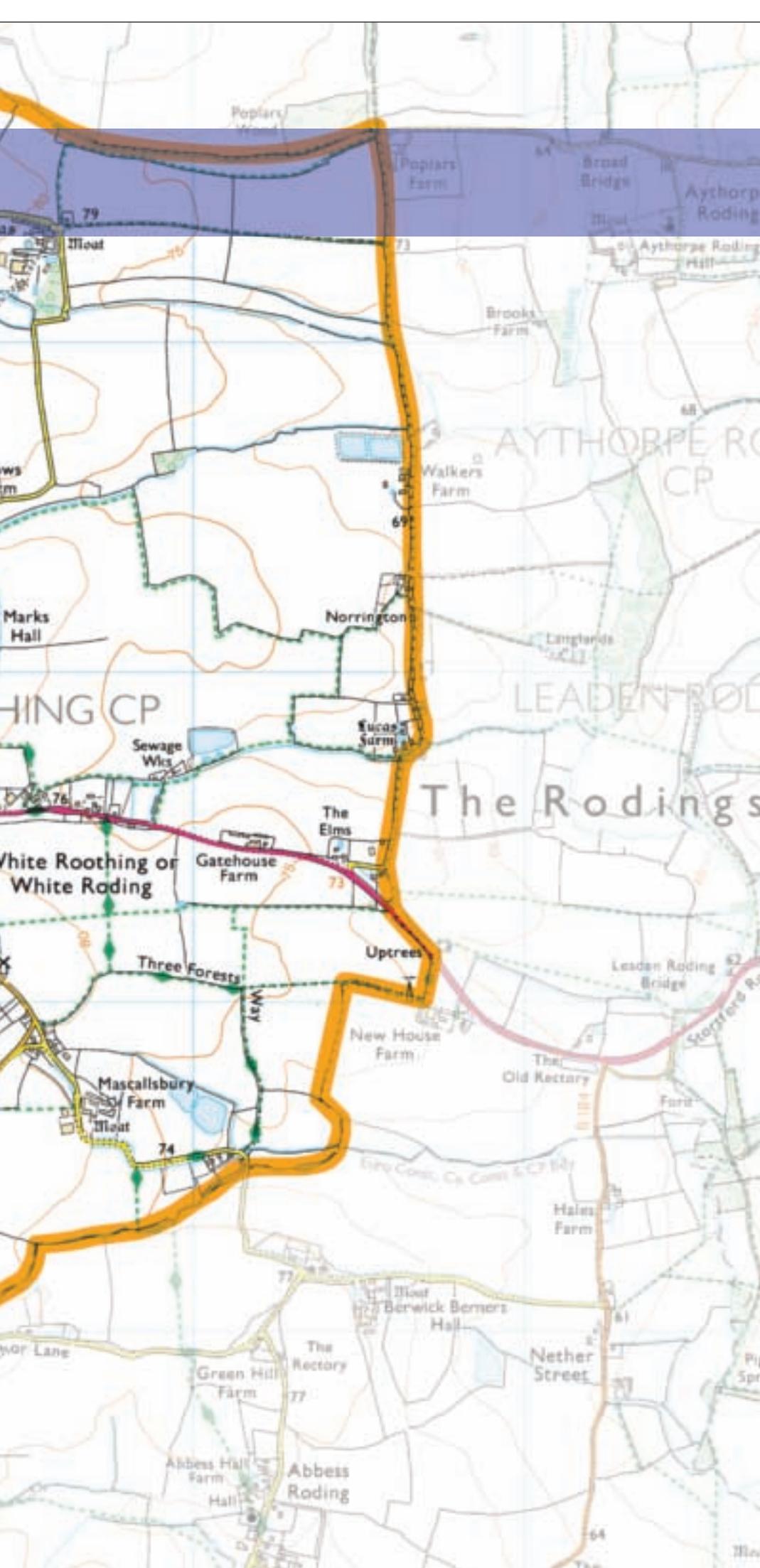
Today the Parish of White Roding extends to 134 households, covering the area of Church Lane/Matching Lane, Walkers Lane, Marks Hall Lane and the A1060.

The population covered by responses to the questionnaire is in excess of 230 persons. 56% are in the age range 18-64 years, with 19% over the age of 65 years.

The properties in the parish are made up of mainly detached houses (55%) with semi-detached at 24% the next largest group. Of these properties 87% are owner occupied, with a further 10% rented.

The vast majority of residents have lived in the village and





surrounds for more than 6 years. 25% have lived here for 6-15 years, 20% for 16-25 years, and a further 22% for over 26 years. Interestingly 13% of residents have lived here for the whole of their lives.

Of those residents that have moved here the most common reason for doing so was “love of country life” (29%). The second most common reason for living in White Roding is being born here.

The village has a public house and a thriving social and sports club, a farm shop complex, and vehicle repair garages along with other light industry. The club runs regular crib and whist drives, and other special events such as Quiz nights, a summer fete, discos and themed social evenings. There is also a Horticultural Society, a Friendship Club for the over sixties, a reading group and Cameo for local women. All of these are described in more detail in the “Welcome to White Roding” booklet which is given to every new resident.

The Parish News, a monthly magazine servicing ten local villages, has a section devoted to White Roding news. It includes information about church services, Parish Council meetings, reports on local clubs and societies and advertises local businesses, services and activities. It is currently delivered to about 90 households.

# The Action Points

The action points raised by the responses to the questionnaire have been classified into three categories - High, Medium and Low depending on how the item would affect the population and the environment of the Parish.

**The first action point concerns Housing;** the questionnaire has identified that there is a need for housing suitable for families and young people; this could take the form of low cost housing similar to that in surrounding villages. But planning and house building is such a major subject that it is the recommendation of the Parish Plan Steering Committee that the Parish Council should start a Village Design Statement, which could be funded in a similar fashion using available grants to this Parish Plan and would take the subject of Housing/Planning to a much greater depth, mainly because it would only deal with this one subject, not the broad range that has been dealt with in this document.

A design statement would also give weight to future plans/ objections to future developments in the surrounding area, giving a democratic voice to the people of White Roding on the subject of planning.

The time scale for this should be as soon as possible, it should easily be possible for the Parish Council to have organised the starting of a Design Statement within 6 months, providing that the necessary volunteers can be found to make up the committee.



<b>Area</b>	Housing
<b>Aspects for Development</b>	Need for housing for small families and young people in White Roding via building small groups of less than 10/conversion of redundant buildings/single dwellings in controlled areas
<b>Action needed</b>	Recommend to WRPC that a design statement is completed
<b>Resources</b>	Nominated team by WRPC
<b>Cost</b>	No cost to the parish
<b>Time</b>	1 month
<b>Person Responsible</b>	WRPC
<b>Success Criteria/benefit to parish</b>	Completion of the design statement will focus the village on the specific requirements/show whether the parish feels that increased housing can be accommodated and who would build it. If the design statement is positive then it can be used by the Parish to add weight to any petition made to UDC.

**HIGH PRIORITY**





**The second point raised is the matter of crime prevention.** A Neighbourhood Watch Scheme has been started in the main village, and this needs to be kept going and built upon. But it should also be remembered that the Parish of White Roding extends much further than just the main body of the village, and the outlying properties should be included as far as possible. It would also be possible for the Parish Council to arrange for the local crime prevention officer to give a presentation/ talk on what we can do to protect ourselves. A greater Police presence in the village is also desirable. This is an open ended project with no time scale.

**HIGH PRIORITY**

<b>Area</b>	Crime Prevention
<b>Aspects for Development</b>	Whole of White Roding covered by Neighbourhood Watch
<b>Action needed</b>	WRPC to encourage Neighbourhood Watch participation
<b>Resources</b>	WRPC / Crime Prevention officer
<b>Cost</b>	No cost to village
<b>Time</b>	6 Months
<b>Person Responsible</b>	Neighbourhood Watch Coordinator
<b>Success Criteria/benefit to parish</b>	Villagers active in monitoring crime and lower than average Criminal acts.

**The third point raised is that of speeding traffic,** mainly on the A1060 and Church Lane. A community speed watch programme is already operating in the village, which needs the support of the whole village. The evidence that this can provide (by way of the number of motorists “caught”) can be used at meetings with Essex County Council Highways and the Police, so that lower speed limit/ traffic calming measures could be employed with fixed or mobile speed cameras.

A positive attitude is needed on this matter with an open mind for those entrusted with achieving the results. The results for this item can be deemed a success when the residents perceive traffic is travelling at a lower speed along these roads.



**HIGH PRIORITY**

<b>Area</b>	Speeding Traffic
<b>Aspects for Development</b>	Reduce speed of traffic especially on A1060 and Church Lane
<b>Action needed</b>	Traffic calming meeting with Essex UDC
<b>Cost</b>	No cost to village
<b>Time</b>	3 Months
<b>Person Responsible</b>	Essex Police
<b>Success Criteria/benefit to parish</b>	Residents perceive that traffic is moving more slowly.



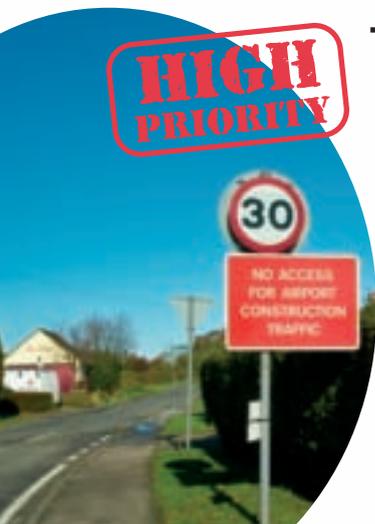


**The next point in the list of High action points concerns the environment in and around the Parish,** particularly the hedges, trees and open spaces. Most if not all of these are in private ownership, so protecting them could be difficult. Trees can be protected by a tree preservation order, but no such protection exists for hedges.

Possibly the best way forward would be for one or more members of the community to take up a stewardship role. If something like the old Conservation Society could be brought back to life this could perform this role and more, running events and functions to educate residents and help them make informed decisions concerning the environment in their care.

**HIGH PRIORITY**

<b>Area</b>	Hedges, Open Spaces and Groups of Trees need to be protected.
<b>Aspects for Development</b>	Monitor the local environment changes, damage, alterations.
<b>Action needed</b>	Appoint a village person to be environmental inspector / preservation officer for the local area.
<b>Resources</b>	WRPC Plus volunteers from the village population
<b>Cost</b>	None to the village. However, Uttlesford must be prepared to act to save / prevent erosion of standards
<b>Time</b>	Immediate
<b>Person Responsible</b>	WRPC, UDC
<b>Success Criteria/benefit to parish</b>	Current environment is maintained and enhanced.



**The issue of heavy traffic coming off the A1060 causes more problems.** Some of these vehicles are servicing the local farms, mainly the bulk grain and potato lorries, but the majority of them can be traced back to industrial development in neighbouring areas. The development of some of these areas is outside the scope of this plan because they belong to neighbouring parishes and District Councils not White Roding. The only way forward is to work closely with next door Parish Councils, and make sure that the views of the residents of White Roding are made known in any further developments.

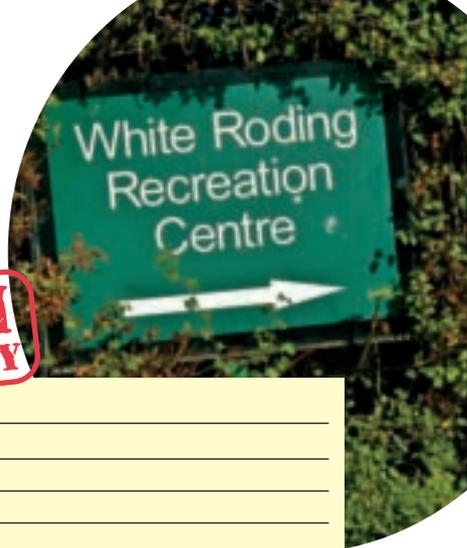
Within the parish itself, any further development of industrial areas that generate any increase in traffic needs very careful consideration.

<b>Area</b>	Heavy Traffic
<b>Aspects for Development</b>	Control the amount of heavy traffic in village off A1060
<b>Action needed</b>	Meeting with Uttlesford Planning Authority and Essex UDC
<b>Cost</b>	No cost to village
<b>Time</b>	3 Months
<b>Person Responsible</b>	WRPC
<b>Success Criteria/benefit to parish</b>	Residents perceive reduction in amount of non local heavy traffic.



**The last item is the Play Ground on the Sports Field.**

The Parish Council has already had a survey of the site carried out and the necessary updates and changes are in hand.



<b>Area</b>	Playground
<b>Aspects for Development</b>	New playground equipment and set up
<b>Action needed</b>	New playground equipment
<b>Resources</b>	Parish Council/Fund Raising
<b>Cost</b>	–
<b>Time</b>	Immediate
<b>Person Responsible</b>	Parish Council have this in hand
<b>Success Criteria/benefit to parish</b>	Better equipment and increased use by village children.

**The Medium actions start with Stansted Airport,** the development of which will affect the village in one way or another. There is already an established action group up and running. The advice would be for the Parish to make contact with this group, express support to the campaign and establish what the Parish can do to help.



<b>Area</b>	Development of Stansted Airport
<b>Aspects for Development</b>	Better communication between key 'players' in development under review, i.e. Uttlesford Council
<b>Action needed</b>	Establish action group to liaise with Uttlesford Council to report on progress of planning of the 'Development' of Stansted Airport
<b>Time</b>	3 Months
<b>Person Responsible</b>	WRPC
<b>Success Criteria/benefit to parish</b>	Residents will be better informed as to the development and thus better situated to make decisions about their own well being, move / act / object etc.

**The issues of parking within the village** have come up in this section, both on street parking and on pavement parking. The areas that this affects need to be identified, and then action could consist of a letter to the concerned residents from the Parish Council asking if they could find an alternative, if one is available. If alternatives can not be found areas of the highway suitable for on street parking might need to be identified and even marked out. In some cases the parked cars can affect the traffic flow quite a lot, whilst this could be considered a good thing from the traffic calming/slowing point of view, access for emergency vehicles needs to be kept in mind.





**MEDIUM  
PRIORITY**

<b>Area</b>	On street parking
<b>Aspects for Development</b>	Reduce the amount of parking on the streets of White Roding
<b>Action needed</b>	Identify those who park on the roadside and ask them if they could find an alternative
<b>Resources</b>	Nominee of WRPC
<b>Cost</b>	No cost to village
<b>Time</b>	3 Months
<b>Person Responsible</b>	WRPC
<b>Success Criteria/benefit to parish</b>	Residents do not consider on street parking to be a safety hazard.

<b>Area</b>	Vehicles parking on pavements
<b>Aspects for Development</b>	Increase access for pedestrians, wheelchairs and pushchairs on the village pavements
<b>Action needed</b>	Reduce cars parking on pavements in White Roding
<b>Resources</b>	Nominee of WRPC
<b>Cost</b>	No cost to village
<b>Time</b>	3 Months
<b>Person Responsible</b>	WRPC
<b>Success Criteria/benefit to parish</b>	Access and safety improved for pedestrians.



**Two items have come up on the subject of Leisure,** one of these is about the Social and Sports Club and the other regards the local pub.

The Social and Sports Club is run as a charitable trust on behalf of the whole village. Areas of interest have been identified from the questionnaire (see the Summary of Responses section below) and a meeting will be held with the Club committee to discuss these areas and establish if they wish to take any of them further.

**MEDIUM  
PRIORITY**

<b>Area</b>	Leisure & Recreation
<b>Aspects for Development</b>	Increase village involvement in present facilities/new facilities
<b>Action needed</b>	Detailed discussion with WRSSC Chairman/Committee
<b>Resources</b>	WRSSC
<b>Cost</b>	No cost to the village
<b>Time</b>	3 months
<b>Person Responsible</b>	Chairman/Committee of WRSSC
<b>Success Criteria/benefit to parish</b>	Increased participation by residents & increased choice



The village pub is owned by Greene King plc, who could close it in the event that it is underused. Findings suggest that the villagers wish to see it kept open. Support for certain monthly events is very good, but there needs to be greater use made of the pub throughout the month. The Plan committee feels that there should be a survey carried out about what the Parish wants from its pub and what would increase attendance. This could be done within the Parish News at very little cost to anyone. The outcome could be very beneficial to the community.



**MEDIUM PRIORITY**

<b>Area</b>	Leisure
<b>Aspects for Development</b>	Increase use of village pub by villagers
<b>Action needed</b>	Further Discussion with Publican
<b>Resources</b>	–
<b>Cost</b>	No cost to village
<b>Time</b>	1 Month
<b>Person Responsible</b>	Publican
<b>Success Criteria/benefit to parish</b>	To increase use of the pub facilities and secure future of pub to the benefit of village.

**The responses identified a general dissatisfaction with the police presence in the village,** but further work is needed, jointly with the police, to define exactly what the problem is and how it might be addressed.

**MEDIUM PRIORITY**

<b>Area</b>	Dissatisfaction with the Police
<b>Aspects for Development</b>	Establish the issues and improve relations with the Police
<b>Action needed</b>	Further investigation to detail issues.
<b>Resources</b>	WRPC/ PCSO
<b>Cost</b>	No cost to village
<b>Time</b>	9 Months
<b>Person Responsible</b>	WRPC / PCSO
<b>Success Criteria/benefit to parish</b>	Residents feel happier that their issues are addressed and feel that the Police are working with them to make the village a safe and secure environment.

**The actions and duties of the Parish Council also come into question.** The information that the Council has and the decisions that it takes should be made more available where possible. To that end the suggestion is that the Council set up a community web site, with even a Parish Blog so people can see what goes on within the Council. The Parish News already contains information about Council activities and encourages participation but it is not taken by every household.





**MEDIUM  
PRIORITY**

<b>Area</b>	WRPC
<b>Aspects for Development</b>	More information to residents as to the activities of the WRPC
<b>Action needed</b>	A WRPC blog
<b>Resources</b>	WRPC Clerk
<b>Cost</b>	No cost to village
<b>Time</b>	1 Month
<b>Person Responsible</b>	WRPC
<b>Success Criteria/benefit to parish</b>	Greater understanding of WRPC will lead to greater democracy within the village.

<b>Area</b>	WRPC and Council Tax
<b>Aspects for Development</b>	Residents need more information about the way the PC can influence and implement council tax.
<b>Action needed</b>	Article in Parish News/WEB site
<b>Resources</b>	WRPC Clerk
<b>Cost</b>	No cost to village
<b>Time</b>	1 Month
<b>Person Responsible</b>	WRPC
<b>Success Criteria/benefit to parish</b>	Greater understanding of WRPC and its ability to influence council tax issues will lead to greater democracy within the village.

**LOW  
PRIORITY**

<b>Area</b>	Annual WRPC meeting attendance
<b>Action needed</b>	Better publicity of meeting
<b>Cost</b>	No cost to village
<b>Time</b>	1 Month
<b>Person Responsible</b>	WRPC
<b>Success Criteria/benefit to parish</b>	More residents in attendance would lead to greater democracy.



## The distribution of the Dunmow Broadcast to all households

is the last item in the action list. As distribution is done by local residents, this can be achieved very easily.

**LOW  
PRIORITY**

<b>Area</b>	Distribution of the Dunmow Broadcast
<b>Aspects for Development</b>	All residents to receive the Dunmow Broadcast. Production and delivery schedules
<b>Action needed</b>	Increase in print production to accommodate demand
<b>Resources</b>	Stuart Jackson
<b>Cost</b>	No cost to village
<b>Time</b>	1 Month
<b>Person Responsible</b>	Village Plan Committee
<b>Success Criteria/benefit to parish</b>	Residents learn of local news, events and announcements relating to council business.

## Conclusion

The parishioners of White Roding have demonstrated the interest that they have in the village by the high response rate to the questionnaire. They clearly believe that it is a desirable place to live in and wish to keep it that way. The key action points listed in this document will be progressed but there are many others which also require addressing, for example maintaining footpaths or clearing up litter thrown onto the verges by passing traffic. All these actions require local people to take part in various ways. Fortunately the village has a core group of willing volunteers, but more are required.



**IF YOU WOULD LIKE TO HELP KEEP WHITE RODING THE WAY IT IS PLEASE LET ANY MEMBER OF THE COMMITTEE OR THE PARISH COUNCIL KNOW WHAT YOU CAN DO.**



# Summary of responses to Questionnaire

## General

In January 2008 the questionnaire was delivered to 128 households in the parish. There were 100 responses, a 78% return, covering 229 residents. The largest group (87) are in the age range 25 – 59: 53 are below age 25 and 70 aged 60 and above; 19 did not give their age. The vast majority (87%) live in owner occupied houses. More than half have lived here for over 15 years, with as many as 13% for their whole lives. “Love of country life” was the commonest reason given for moving to the parish; only 7 came for work related reasons.

## Housing

39% of respondents felt that no new homes were needed in White Roding. There was significant support for small family homes (33 votes) and homes for young people (31); 8 voted for homes for disabled and single people but only 5 for large family homes and 4 for executive houses. If any new houses were to be built then 15% of respondents opted for using local builders, 10% voted for build by local authorities with the remaining 27% of positive votes divided between various forms of self build. 9% of the poll expressed no opinion. A breakdown of the positive responses to the question on type of housing is detailed below:

- 24% small groups of less than 10 houses in various forms.
- 26% single dwellings in controlled locations in various forms.
- 7% expansion on the edge of the village.
- 7% conversion of redundant buildings.
- 1% carefully designed larger groups of housing.

65% of responders had no objection in principle to new housing development to meet local needs, 20% did, and 15% had no opinion. 61% felt there is no need for sheltered housing, 15% were supportive. 40% believed that White Roding could not support more housing, 39% that it could, but 45% said any new housing would spoil the environment, with only 15% saying it would improve it and 21% saying there would be no change.

## Community, Safety and Crime Prevention

19% of households said they were in a neighbourhood watch scheme, but 31% didn't know.

56% would definitely like to be in one, only 8% would not join.

69% felt there are road danger spots in the village, and 77% would support action to improve them.

77% felt speeding was a problem, and 74% felt at risk from speeding traffic.

Support for speed control measures:

40% for extension of speed limits

30% for introduction of new speed limits

29% for traffic calming measures

28% for more road warning signs

17% for Children at Play signs

Only 2% thought the police coverage in the village was good, with 23% saying reasonable. 48% believed it was poor.

## Services

**Mains water supply** – 88% of households rated their water supply as good or v-good while only 12% considered it to be poor or less.

**Mains electric supply** – 84% of households thought that their supply was good or v-good while 15% thought it to be less than satisfactory.

**Refuse collection** – 88% of households believed that refuse collection is between satisfactory and very good but 12% saw the facility as less than satisfactory.

**Roadside care/street cleaning** – 38% of households said the service was OK but 25% believe the service is good or v-good while 30% see it as below standard.

**Snow Clearance** – The largest group at 28% stated that we had an adequate service while 20% voted for a very good standard, but 13% said we had a poor service and 22% believed it to be bad.

**TV reception** – 87% of households stated the reception was between average and very good, while 23% said it was below standard.

**Radio Reception** – 77% of households

received good to very good reception while 23% were less than happy with the current signal.

**Broadband Reception** –62% of households said reasonable to v-good but 15% voted for a substandard service. However, the 23% who failed to register an opinion might suggest that they don't yet have a broadband connection. Another view might be that broadband has a 76% connection rate.

**Verges** – 38% of households voted good or v-good while 37% considered them to be of a reasonable condition, but 25% thought them to be below standard.

**Roads** – An overwhelming opinion at 47% stated that they were in a reasonable state while 21% saw them as good to very good. But 27% of households believed them to be below standard.

**Pavements** – Half of all households stated that they were of average standard while 27% viewed them to be good or v-good. But 23% consider them to be below standard or just don't have an opinion.

51% of households said that they would connect to gas if it were available but 45% would not, 4% had no opinion.

A near equal number of households thought that we did (48%) or did not (44%) have adequate waste disposal facilities. Hopefully all households are aware of the 6 monthly general waste skips and the weekly green waste skip facility.

Use of recycling facilities was indicated as follows: -

**Bottle bank** – 91 % said yes while 9% do not.

**Public rubbish tip** – 47% do while 53% do not.

**Skip for garden waste** – 43% do use it but 57% do not.

**Newspaper bank** – only 29% of households do while 68% do not.

**Clothing bank** – 32% do use it while 68% do not.

**Can bank** – only 31% stated that they do use it but 69% do not.

37% of households said that the number and location of litter bins was reasonable while

22% felt this to be a poor facility. But 4% of households considered the current arrangements to be good.

When asked what should be done to help protect and enhance the local environment a total of 233 votes were cast, the top five being as follows:

**Recycling** - received 45 votes or 19%

**Reduce traffic** - received 42 votes or 18%

Improved public transport - received 35 votes or 15%

**Energy saving** - received 33 votes or 14%

Community composting - received 22 votes or 9%

## Natural Environment

90% of respondents rated the quality of the surrounding countryside as very important and 9% as important. The majority valued tranquillity (73%) and openness (60%) while significant minorities for a sense of place (42%) and local identity (40%). Most (44%) felt that the country side had not changed over the last 15 years, but a significant number (21%) felt it was worse, with only 6% believing it was better.

There were majorities in favour of protecting hedges, groups of trees, open spaces and watercourses/ponds. In order to improve the environment looking after woodlands received the most votes (64) followed by keeping hedges short and tidy (48), planting more hedges and trees (44) and preserving single trees (38). However 20 respondents felt that hedges should be left to grow naturally!

Over two thirds rated birds, wild animals and wild flowers as very important to them with only one or two believing they were unimportant. To help protect wildlife most people supported campaigning against litter and rubbish (72), looking after the countryside (64) and reducing pollution (58), although only 40% believed litter was a problem in White Roding with 48% saying it wasn't. Nearly all those who did identify litter as a problem cited rubbish in the verges thrown from vehicles. About a third supported the idea of special nature reserves in the parish. Only a minority of people were prepared to help in preserving wildlife habitats (34%), maintaining

footpaths (25%), clearing ponds (19%) or surveying trees (17%).

Most residents had no opinion on the number and sighting of dog mess bins but of those that thought there should be more (31), on footpaths and Church Lane were the most quoted.

Traffic noise and low flying aircraft were quoted as the most significant sources of disturbance. Opinion about industrial development was equally divided between those who did think it affected the village, those who didn't and those who had no opinion.

The top five actions favoured on local roads lanes and footpaths were:

- Stop vehicle damage to verges (69%)
- Keep roadside verges neat and tidy (65%)
- Remove litter (51%)
- Reduce traffic (42%)
- Repair gates, stiles and bridges (38%)

## Stansted Airport

The great majority (81%) of respondents believed that the development of Stansted airport will affect White Roding; most of these saw this affect as detrimental and 19% said they would move from the area as a result. Only 11% felt there would be a positive affect. 89% believed that noise levels would increase, although 82% did find current noise levels acceptable. 67% said the environment would be affected, with noise and air pollution, increased traffic and congestion, and increased housing development being highlighted. Only 14% favoured local development due to the airport.

## Youth Facilities

There was very limited support for any change to the youth facilities in the village, presumably because there are few young people. However the comments which were made suggest that facilities are not adequate, with support for a playgroup, after school clubs and a holiday play scheme. The distance from school to home combined with the lack of transport was quoted as a limiting factor for using after school activities.

## Transport and Links

94% of households had cars with 74% having two or more

Half used their vehicles for business and/or going to work, 85% for leisure and shopping and 21% for school trips.

Getting out of White Roding did not usually present a problem, although one third said they occasionally experienced difficulty

Most vehicles (52%) were kept in garages or off the road (35%). Only 6% were parked on the road. Generally parking was not a problem although 6% did find cars blocking their entrance.

Despite this 54% of respondents stated that street parking presented a safety risk.

29% used trains and 22% buses. Only one person used the Community bus. 22% would like to see improvements in bus timetables and 21% in routes.

73% never used taxis, 20% used them monthly and 3% weekly. 34% believed the local taxi service was adequate, 8% did not, the remainder having no opinion.

Very few (max 7%) experienced any transport difficulties getting to local towns.

Only 9% felt that facilities for cyclists were good, 27% reasonable and 15% poor. The remaining 49% had no opinion.

Only 2% felt pedestrian facilities were good, 64% reasonable and 24% poor. 32% believed that there should be more pavements, 17% street lighting, 16% pelican crossings, 11% more footpaths and 10% more cycle paths.

Traffic and speeding.

64% would like to see a lower speed limit on the A1060, 29% on Church Lane, 14% on Marks Hall Lane and 9% on Walkers Lane. Generally 62% wanted speed restrictions. 75% would like restrictions to heavy traffic on Church Lane and Marks Hall Lane (47% to Farm Traffic only, 12% for access only and 16% generally)

27% would like other traffic calming measures

In answer to the question on traffic problems, 55% said speeding and 44% said lorry traffic. Lack of parking (19%), local development (16%) and the need for wider footpaths (10%) were also quoted.

35% said traffic was a safety hazard on Church Lane, 17% on Marks Hall Lane and 10% on the A1060.

88% of people used the footpaths around White Roding, 43% weekly or more. Most think the quality is adequate (58%) or good (26%). Similarly most thought their maintenance to be adequate (64%) or good (12%).

## **Equalities and Welfare**

The only problem identified for pushchairs and wheelchairs was that of vehicles parked on pavements. Other comments related to lack of pavements and hedges overgrowing them. However generally the pavements were not felt to be user friendly for wheelchairs and pushchairs.

## **Leisure and Recreation**

About half of respondents said that current leisure and recreation facilities were sufficient, 16% said they were not, but 30% said they didn't know. Similarly half said they do not use the existing facilities. 39% attend the White Roding Social and Sports Club, most of them (37%) being members. The most popular events are the themed social evenings and quizzes.

The village fete was attended by 72%, most of whom (40% in total) would be willing to help. The majority are happy with the current format of the fete, but 10% would like to see a change, mostly by not having the boot sale and increasing the number of stalls and activities, making it "more old-fashioned"

Golf (18%), football (16%) and cricket were the most popular sports. Apart from lack of interest, "wrong age group" was the commonest reason for non participation, although 12% said "poor publicity". There was

support for several suggested new activities, the most popular being:

Keep Fit (24%)  
Pilates (18%)  
Tennis (17%)  
Dancing Classes (14%)  
Yoga (13%)  
Badminton (12%)  
Youth Football (12%)  
Photography (11%)

Over half (58%) of respondents use the village restaurants, mostly once a month or less and 76% said they used the village pub, but only occasionally (12% once a week or more). Pubs outside the village seem to attract slightly more support (15% once a week or more) as do restaurants.

Nearly all respondents are aware of the Playground and Recreation Field, and 23% use it for children/grandchildren, mostly at weekends. The most quoted reason for not using the playground was the adequacy/state of the equipment. Its location did not appear to be a problem.

## **Health and Community Care**

Most people used their doctor in the last five years and rated the service highly. Other medical services were much less used but were equally well rated.

The Fire Service and the Emergency Ambulance Service were well rated, but the Police Service was considered by most to be less good, although a minority gave it a good or very good score.

## **Promoting Democracy**

Only 18% of respondents had ever attended a Parish Council Meeting, 10% in the last year. Most of these felt that the issues discussed reflected local concerns and that there was opportunity for public comment. 49% believed that Council activity and decisions were reasonably well publicised or better, but as many as 25% thought it was bad. Most people (67%) either do not know how the local element of Council tax is spent or have no opinion, but of those that do the majority (24% of the total) are satisfied, but this leaves

9% who are not. 62% felt that the Parish Council were sufficiently aware of local concerns, but this reduced to 40% for the District Council and 16% for the County Council.

Only 21% thought that sufficient publicity was given to planning applications which affect the village and just 28% were satisfied with the way the planning system is implemented.

### **Public Facilities**

Most people are generally satisfied with the postal service in White Roding, but a significant minority (about 25%) scored it poorly on the number of deliveries, the speed of the service, the number and size of post boxes and the number of collections.

About half receive the Dunmow Broadcast, but most believed that it should be delivered to every home in White Roding. Over 80% receive and read the Parish News, although many thought it should contain more items, particularly on local events (42%).

Local information services are not well used. 11% used the Library, apparently only 9% read the local notice boards and 14% had contacted the Parish Clerk. Yet 27% thought there should be more Notice Boards, 21% a local information point and 20% a local map.

### **Places of Worship**

20% of respondents replied that they were active members of the local church, but 64% have attended services. A further 14% attend places of worship outside the village, mostly to cater for other denominations/religion. The local church is considered to be important by most people for a variety of reasons, particularly as a historic building (63%) and many thought it should be used for more activities, with concerts (43%), meetings (23%) and a playgroup (14%) being the most popular. Most of those who expressed an opinion felt that the religious groups contributed to community life and were well involved in local community affairs. A minority (13%) thought there should be better publicity of their activities.

### **The Community/ Neighbourhood generally**

The environment (65%) and the community (56%) were considered to be the most important aspects of White Roding. Most respondents (74%) would like the village to stay as it is, but a significant minority (22%) would like it to develop as a working community.

Half the respondents said that the quality of life in White Roding had not changed over the last ten years, 14% that it was worse and 5% that it was better.

## Steering group

The members of the Steering group which produced this Parish Plan are:

**Terry Metson, Chairman**

**Hugh Brown**

**Trevor Davey**

**Chris Elliott**

**Derek Harrington**

**Richard Pyle**

**Peter Trendall**

The group would also like to thank former members for their valuable contribution:

**Bill Brittain**

**John Clarke**

**Pam Newell**

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