



Simonstone Parish Plan

This document was approved by Simonstone Parish Council on 12th September 2013.

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1. What is the Parish Plan

The Simonstone Parish Plan is a community-led plan that endeavours to determine the future of the community and how it may change for the better. The Parish Plan documents the socio-economic and environmental issues of the community and its proposed remedies and actions: it sets out a vision for the future of the parish and outlines how that vision can be achieved in an action plan. The Parish Plan is a document setting out how we, the residents and the business community, want to see the area develop over the next few years. It covers a range of issues, and gives us a recognised voice.

The Simonstone Parish Plan is produced in order to contribute to and influence the decision making at the District Level. The Plan is essential to ensure that any future changes take into account the wishes and needs of the local community.

The Parish Plan development process includes:

- a parish appraisal – a household questionnaire to assess issues, needs and aspirations of local people
- participatory appraisals – hands-on interactive workshops
- a business appraisal - an invitation to comment on issues and needs of local businesses
- the subsequent creation of an action plan

For the Plan to have weight, it needs to be able to demonstrate that all of the residents have had an opportunity to give their input, and that the key conclusions are those of the parish and not personal opinions of the authors ie the parish council.

The development of the Plan has been managed by the parish council, but has involved the residents and employers/businesses operating within the parish. The council kick-started the planning process by calling upon a Steering Group from the community. This Steering Group produced questionnaires covering all aspects of the parish considered to be relevant. The questionnaires were then posted to all residences and businesses within the parish, and the responses collated. The residential questionnaires completed and returned were in excess of 30% of those distributed, which is considered to be a good response to an exercise of this nature, and in which it is incumbent upon the residents to hand deliver their completed forms to a central location. A business questionnaire was issued to each business operating within the parish boundaries: of 31 business questionnaires issued 9 (27%) were completed and returned. However, it should be noted that with one exception the large(r) businesses did not respond.

The responses are presented in full at Appendix 1 of this document. Summaries of the responses, along with some basic data, derived from ONS Census 2001 & 2011 and other relevant sources, and included at Appendix 2 are included within the plan as an evidence base and justification for the actions arising.

The completed Parish Plan, reflecting the wishes of the parish, is shown at Appendix 3 of this document. The parish council will make best endeavours to ensure that the Plan is implemented. Whilst the parish council, has only limited authority for direct action, it will nevertheless manage the implementation of those action items that fall within its powers, and

where actions fall outside of the council's authority it will use the Parish Plan to influence the higher authorities.

2. Objectives/Purpose

The objectives in preparing this plan are:

- To prepare and finalise a Parish Plan by 30th September 2013
- To have consulted the residents on the content of the Plan
- To identify and put forward recommendations relevant to the community on issues affecting:
 - quality of life
 - social cohesion
 - future of the parish
- To submit the Plan to the local planning authority at Ribble Valley Borough Council
- To share parts of the Plan with other relevant authorities
- To provide a focus for community action on key issues over the coming years.

This Plan provides an opportunity to identify local priorities, so that residents and businesses can express their vision for facilities, services, and land usage.

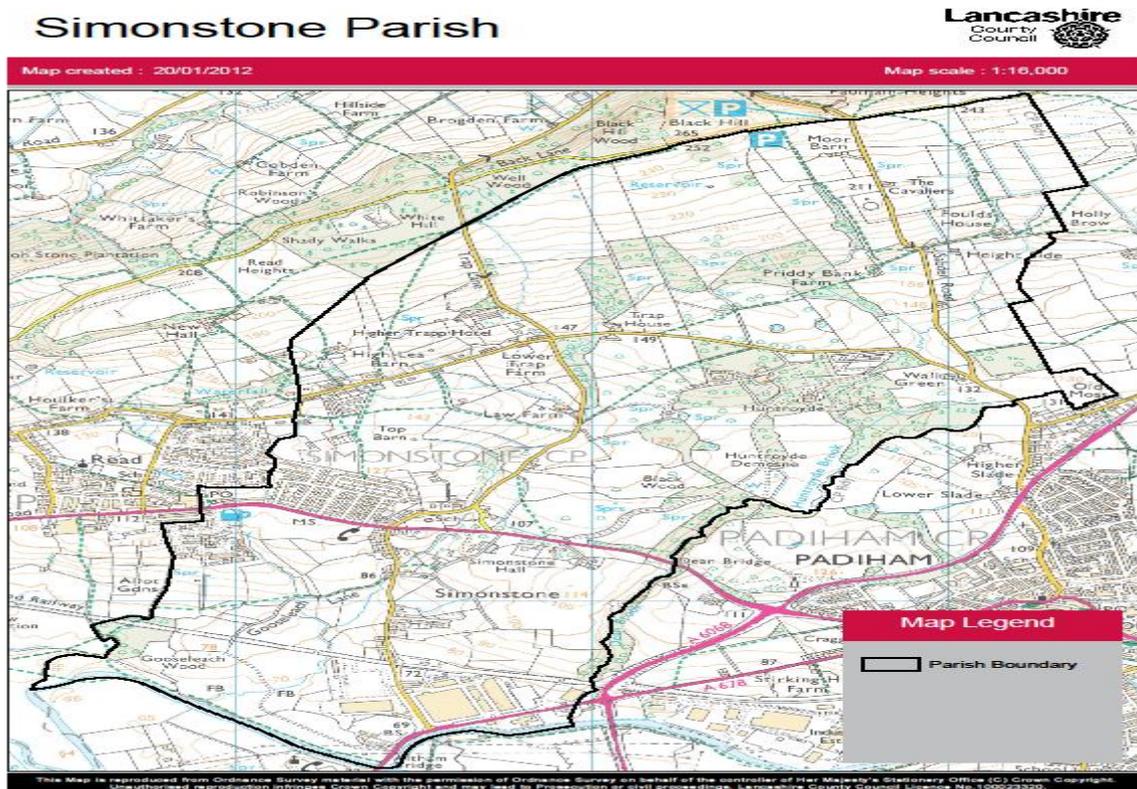
3. Simonstone Parish

Simonstone is a small parish located in the south-easterly corner of the Ribble Valley and dating back to the 13th century. The historical centre of the parish straddles the A671 between Padiham and Whalley and is located at the junction of School Lane and Simonstone Lane. At this location can be found the village church and school. These latter named lanes are the oldest roads in the locality being part of the former "King's Highway", joining Lancaster and Manchester. The house at the School cross-roads is the former Toll Bar.

The parish centre, in terms of housing and activity would probably be recognised as being at the junction of Whalley Road and Fountains Avenue where the local pub, shop, and garage can be located.

At the parish boundary to the north of the village lies Whitehill Woods and Shady Walks; to the south the parish it is bounded by the River Calder; the eastern boundary lies beyond Sabden Road, whereas the western boundary is ill-defined but crosses Whins Lane at Haugh Head Farm and at a more southerly point crosses Whalley Road at the village garage and shop.

'Greenspace', as in agricultural land and woodlands etc occupies approximately 85% of the area of the parish. Land dedicated to businesses and industry represents approximately 6% of the area, and that occupied by houses and gardens some 4%. The remainder is taken by roads, footpaths, water etc. Land to the north and east of the Simonstone village is primarily farming land; the farms being tenanted from the Huntroyd Estate. To the south the village is bounded by the River Calder, adjacent to which can be found a busy industrial estate accommodating Fort Vale Engineering , Dept of Work & Pensions, Seaways, and the Time Technology Park that accommodates many small(er) businesses.



4. Residential Issues Raised and Associated Actions

Following the 'accepted' process for the production of a Parish Plan a Steering Group was formed within the parish tasked with producing a questionnaire that focussed on a number of key aspects of the community and community life. The questionnaire was posted to each and every household within the parish. The completed questionnaires, which represented the views of some 30% (well above the 'normal' level of response for such processes) of the parish households, were collated and appear in full at Appendix 1 of this document.

The following is designed to reflect the wishes of the residents, and is derived from summaries of the responses to each of the key aspects of the questionnaire. Also included are some basic data describing the parish, extracted from the ONS Census surveys of 2001 and 2011. The full data set appears at Appendix 2 of this document. Each of the following sub-sections is focussed upon a key aspect of the parish plan eg housing, traffic, services etc as posed in the parish plan questionnaire. For each of these generic subjects a description is provided that represents:

- a summary of the responses to the relevant questions contained within the parish plan questionnaire,
- the status of the subject in the modern-day parish of Simonstone: much of this is based on the Census data.
- the actions to be taken in response to the issues raised by the questionnaire responses.

It should be noted that several of the issues raised within the resident's questionnaire are already the subject of actions and/or discussions between the Parish Council and the higher authorities.

4.1 Housing

Simonstone village originally grew along the highways that cross the parish. Houses were built along Whalley Road, and Whins Lane following east-west routes through the parish, and along School Lane and Simonstone Lane along a north-south route. There was a focus around the church school and at a later date around Victoria Mill.

In the 1960's/70's the estates of Fountains Avenue and Carleton Avenue were built and today these provide more than half of the current dwellings in the parish.

The housing stock of 479 units (excluding working farms and halls) comprises:

- Detached house or bungalow 310
- Semi detached house or bungalow 54
- Terraced house or cottage 110

439 households are owner-occupied, with 37 private rented properties.

- There are 103 one person households.
- There are no flats or apartments.
- There is no affordable housing or sheltered housing.
- There are only three residences with tenure rented from the local authority and/or housing association.

At the time of writing, no sites have been identified for development within the Ribble Valley's planning document - 'The Core Strategy'.

A large majority (73%) of the residents responding expressed that they do not wish to see the character of the village changed by the construction of more houses in Simonstone. However, in the event that additional houses were to be constructed it is deemed that sheltered housing is the type most in need, with lesser but significant demand for affordable housing and large family houses. Given the ageing population of the parish it is possible that the demand for large family houses could be balanced by the requirement for downsizing and for sheltered housing.

For planning purposes the following approximate figures are provided for consideration:

- The population of the parish has been almost static for the last 10 years, however the 'over 65' age group has grown by 19%, whereas the 0 to 24 years age group has grown by only 3%.
- 26% of the households are 'all pensioner'
- 13% of households are 'one person - pensioner'
- Approximately 15% of the population of the village is providing unpaid care.

Recommended Actions

1. The responses regarding housing requirements and preferences will be provided to the District Planning Authority with a request that this information is included in the next update

of the District Plan. Given the response and the age profile of the Simonstone population particular emphasis will be placed on the evidential demand for sheltered housing.

2. If the appropriate opportunity arises the Parish Council will take advice on direct action regarding the development of sheltered housing.

4.2 Pedestrians & Cyclists

4.2.1 Road Crossings

Residents of Simonstone village have serious difficulties negotiating Whalley Road at its junction with Fountains Avenue.

Whalley road is extremely busy, carrying in excess of 5000 vehicles per day through the middle of the Simonstone residential area. Pedestrians, including many schoolchildren, are more often than not faced with a prolonged wait and personal risk when crossing the road. The Fountains Avenue estate is occupied by approximately 230 residents, and the only exit from the estate is onto Whalley Road. Residents of the estate are obliged to cross the busy main road if they wish to access the village's only shop, garage, or public house.

Bus stops are located at each side of the Fountains Avenue/Whalley Road junction. Those living on the northern side of Whalley Road and wishing to catch a bus into the Ribble Valley are obliged to cross the road, as are those living on the south side and wishing to catch a bus to Padiham, Burnley etc. There is a further bus stop at the junction of Whalley Road and Simonstone Lane.

There are no road markings nor road furniture that assist safe pedestrian crossings at either of the above locations.

The residents of Simonstone are almost unanimous (86% of respondents) in their demand for pedestrian crossings on Whalley Road. Two locations are identified as focal points: the junction of Fountains Avenue and Whalley Road, and the junction of Simonstone Lane and Whalley Road. The demand for a pedestrian crossing at the former location is also supported by the village retail businesses as described in section 5.2 of this document.

In spring of 2013, the Parish Council discussed with the LCC Highways Authority the need for a pedestrian crossing and/or some road management system at the junction of Fountains Avenue and Whalley Road. It was agreed that a traffic and pedestrian measurement exercise would be carried in order to determine the risks and needs.

Recommended Actions

To continue current dialogue with LCC Highways Authority (Environment Directorate), regarding the pressing need for a pedestrian crossings at

a) the junction of Fountains Avenue and Whalley Road

b) the junction of Simonstone Lane and Whalley Road.

4.2.2 Walkway/Cycleway

The disused railway line running from Great Harwood to Padiham and Rosegrove presents itself as a ready-made walkway and cycleway that could encourage reduced dependence on cars and promote a healthier lifestyle.

To the east of the Simonstone and Read villages the 'Padiham Greenway' extends from a point near to Rosegrove, Burnley to the A6068 link road adjacent to the Department of

Works & Pensions at Simonstone. Lancashire County Council proposes to extend the Greenway along Blackburn Road and Barrowford Road in order to provide access between the Greenway and Time Technology Park. To the west of the villages the route passes over the Martholme viaduct and continues to Great Harwood. The 800 metre length of disused track between Dunkirk Farm Lane and the Martholme viaduct is privately owned and closed to the public. Beyond this section the track at the Hyndburn side of the viaduct has been developed and incorporated into the Lancashire Cycleway.

With the exception of one 800m stretch, there would be a cycle/walkway stretching from Gt Harwood to the westerly edge of Burnley. This would provide a facility for healthy lifestyles, and cheap and carbon-free passage.

75% of respondents are in favour of extending the cycle/walkway through Simonstone.

Read Parish Council are, at the time of writing, making efforts to have the viaduct reopened: Simonstone Parish Council is providing its support for this action.

Recommended Actions

To work with other interested parish councils to achieve the reopening of the footpath that follows the disused railway track along the 800 metre length between Dunkirk Farm Lane and the Martholme viaduct, and to have the complete footpath from Great Harwood to Padiham Greenway included in the definitive map.

4.3 Traffic

In general, speeds on the through roads of the parish do not cause concern. However, traffic volumes and parking have been, and continue to be, the source of much concern.

Approximate traffic volumes into and/or through the parish on a daily basis are:

- Through traffic on Whalley Road approx 5000 vehicles
- Traffic on Trapp Lane approx 800 vehicles
- Simonstone residents travelling out to work in cars and/or motorcycles - 460 vehicles
- Incoming worker vehicles to Fort Vale Engineering, DWP, and Time Technology Park - 420 vehicles
- School traffic (staff, and parents delivering children) incoming to the parish - 110 vehicles.

The following traffic related problems are generally recognised as being the major sources of concern within Simonstone parish. These concerns have been raised on several occasions with the relevant authorities. The problems and the associated risks still persist.

The volumes of vehicles using Whalley Road on a daily basis is considered to be excessive and increasing (79% of those responding expressed this opinion). Although traffic *speed* on the road is not considered to be a major problem, the excessive *volumes* result in congestion, delays and risks in exiting side roads. There is significant risk to pedestrians crossing Whalley Road (see Section 4.2 above). Among the residents there is a renewed call for the provision of a bypass road and a 'cycle friendly' route.

Trapp Lane and School Lane connect with Simonstone Lane to form a North-South route from/to the Ribble Valley through the village. Trapp Lane is a single lane carriageway that carries vehicles to/from the junction of Whalley Road. The roads that connect Trapp Lane to Whalley Road are extremely narrow at School Lane and Clough Lane, such that HGV's (including emergency services vehicles) are unable to pass vehicles parked along these lanes.

Simonstone Lane has been described as a 'rat run' for commuting motorists. The lane currently requires both regular police camera checks and the installation of a speed indicator device (SPID) in order to control vehicle speeds.

To the north of the parish Whins Lane is a single lane carriageway that runs East-West, and carries relatively light local and commuter traffic, and is also a bus route. Both Whins Lane and Trapp Lane are single lane carriageways, and are designated with the National Speed Limit of 60mph. The speed limits currently in force on Back Lane, Trapp Lane, and Whins Lane are not considered to be an issue for the majority (66%) of residents. However, it is recognised that this may not be the case for those using those roads on a regular/frequent basis, and it is proposed that the speed limit on Whins Lane is reduced. This requirement has been forwarded to the Highways Authority.

The junction of Trapp Lane and Whins Lane offers no view of either road from the other ie it is a blind junction. Poor visibility at the junction of Trapp Lane and Whins Lane is the cause

of many accidents. A request for improved traffic management at this junction has been placed with the Highways Authority.

To the south of the parish, and completing the collection of through roads, Blackburn Road runs East-West and carries mainly heavy goods traffic to/from the local industrial estates and the M65 motorway. Several hundred 'worker' vehicles per day arrive at the businesses located along Blackburn Road and Simonstone Lane. Except for commuters, the traffic on Blackburn Road has little impact upon the residents of the village.

There are no public car parks in Simonstone, although public usage of the car park belonging to Thwaites Brewery and located opposite the Stork Hotel is not prohibited. The businesses located at the Blackburn Road business parks have dedicated car parks, however there is considerable spill-over onto Simonstone Lane. Although only a minority of residents (40%) report problems with parking and road access, the question has generated a significant number of comments. Much of the road access problem is associated with Whalley Road traffic volumes described above. The major parking issues are associated with the village school and are discussed at Section 4.6 below.

Recommended Actions

- 1. Whilst it is recognised that 'large' capital projects are unlikely to be funded under the current economic climate, the Parish Council will seek out and pursue possible avenues for the development of the 'shelved' bypass road.*
- 2. The Parish Council will continue its current dialogue with the LCC Highways Authority for a solution to the bottleneck(s) at the junctions of School Lane and Clough Lane with Whalley Road.*
- 3. The Parish Council will continue its current dialogue with the LCC Highways Authority and the Police for:*
 - a) a reduction of the speed limits in force along Trapp Lane and Whins Lane*
 - b) a suitable 'traffic management' system for the Whins Lane and Trapp Lane junction.*
 - c) retention of police speed checks on Whalley Road and Simonstone Lane.*
- 4. The parish council will maintain the deployment of SPID's on Whalley Road and Simonstone Lane.*

4.4 Amenities and Facilities

This section covers a number of relatively minor requirements and/or issues in the parish of Simonstone.

4.4.1 Grit bins, litter bins, and dog waste bins

These are fairly generously provided across the parish, provision being based upon local needs. However there remain one or two outstanding requirements.

- **Grit Bins:** The majority of residents (59%) are of the opinion that there are sufficient grit bins in situ. However, it is recognised that this is a very local issue and there is a call for additional units to be installed on the Fountains Avenue estate and on Woodside Road.

Grit Bins are currently located at:

- Woodfields, Whins Lane
 - Haugh Avenue
 - Scott Avenue
 - Lawrence Avenue
 - Bealey Avenue
 - Harewood Avenue junction with Whalley Road
 - Harewood Avenue junction with Lawrence Avenue
 - Fountains Avenue
- **Litter Bins :** A relatively small majority are of the opinion that there are sufficient litter bins in Simonstone: 53% share this opinion and 42% think there are insufficient. Litter Bins are currently located at:
 - Whalley Road, south side bus stop opposite Haugh Avenue
 - Whalley Road bus stop at the school
 - Whalley Road bus stop opposite garage
 - Fountains Avenue
 - Whalley Road junction with Haugh Avenue
 - Village shop
 - **Dog Waste Bins :** Approximately half of respondents (48%) are satisfied that there are sufficient bins in the village. Approximately half expressed concerns about such issues as the failure of dog owners to ensure that the bins are used, that there are too many dogs in the village, and that there are insufficient numbers of bins. Dog Waste Bins are currently located at:
 - Harewood Avenue access to the green
 - Whalley Road junction with Haugh Avenue

Recommended Actions

Each specific requirement for the above facilities will be considered annually. Where there is a demonstrable need the requirement will be brought to the attention of the relevant authority. In those instances where the authority refuses to provide the required facility the Parish Council may consider funding its provision and maintenance from the Parish Precept.

4.4.2 Wind Turbines

There are no wind turbines currently located in the parish, however a planning application has been submitted for a single turbine installation and there are observable installations located in adjoining parishes. The responses of residents to the questions on wind turbines are slightly confusing. Whereas a majority of 61% were against the installation of wind turbines in Simonstone, 69% stated that wind turbines of **any** height are unacceptable. However, it is clear that the residents are against their deployment locally.

Recommended Actions

In general, planning applications for the installation of wind turbines within the Simonstone parish boundary will not be supported by the Parish Council, unless there are specific local needs and/or considerations.

4.4.3 Shops

There is one 'mini-market' shop in the parish. The general consensus (73%) is that no more shops are needed in the village. Fruit and vegetables came top of the list of products in demand if another shop was to be opened.

Recommended Actions

The products identified as not being currently available, but being desirable, from the village store will be brought to the attention of the store owner/manager.

4.4.4 Youth Facilities

There is a Youth Council active in the parishes of Read and Simonstone. There are sports facilities currently available in Read, however the local youth have no meeting place nor youth club facility. The majority of residents responding are in favour of youth activities, focussing on a youth group (81%) that caters for the ages of 10 to 16 years. The types of activities requested is many and varied with no particular activity identified as a specific need.

Recommended Actions

The needs and provision of facilities for the youth of the parishes of Simonstone and Read will be pursued in cooperation with our colleagues of Read Parish Council.

4.4.5 Village Hall

Meetings and other social activities currently take place in the church hall; there is no 'village hall'. There is no great demand amongst the residents for a dedicated village hall; 67% were against the idea.

Recommended Actions

No action planned.

4.5 Services

There appears to be general satisfaction with the local provision of public transport, police services, however local communications services in the shape of broadband performance causes some concern.

The local bus service is considered adequate by 86% of the residents and the subject extracted very few comments. The current level of local policing appears to be about right, with almost half of residents (47%) stating that they are happy with the status quo: the most favoured comment is 'for an improved visible presence'.

The majority of residents (54%) considered the existing broadband service(s) to be unsatisfactory. However, according to BT's published programme for service enhancements broadband speeds will be enhanced significantly in 2014.

Recommended Actions

BT's 'high speed broadband' rollout programme for Ribble Valley will be monitored, and if required the needs of Simonstone residents and businesses will be pursued with Lancashire County Council's 'Broadband Programme Manager'.

4.6 School

St Peter's CE Primary School is situated on School Lane on a piece of land that is bordered on all sides by roads. Whalley Road forms the southerly border, Clough Lane is to the east, and School Lane to the west and north.

The original school was housed in the church building. In 1976 the new building was completed and the school transferred across. The church building continues to be used for music lessons, school meals, and for 'out of school' activities.

Since 1976 the new school building has seen several extensions to increase its capacity. Today the building has four classroom bases, resource areas, and administrative rooms. All of the classrooms have been extended over recent years and a new entrance, library, and group areas were completed in 2006.

The school provides places for children aged between 4 and 11. In line with the building development, the school has expanded its intake from approximately 50-60 pupils to 125 pupils. Whereas the original intake was from Read and Simonstone, the current intake includes more distant conurbations such as Padiham and Sabden with over 50% of the school's pupils being brought in from outlying districts.

The school therefore has expanded its capacity, its intake, and its geographic reach. However, the planning process appears not to have catered for the associated traffic and parking requirements. No upgrades/improvements have been made to the roadways surrounding the school, nor the parking facilities, in order to accommodate the increase in demand.

The parish council has taken every opportunity to bring the problem(s) to the attention of the higher authorities, but with no success to date.

The parish is a victim of the school's success, and an overwhelming majority of residents are now against any enlargement of the village school, with only 8% in favour of enlargement. The main reasons expressed for the antipathy are the associated traffic and parking issues, and that the school attracts many pupils from outside the immediate neighbourhood of Read and Simonstone. The subject of the School has attracted more comments than any other within the questionnaire (see pages 65 to 68).

Recommended Actions

1. Whilst the Parish Council is unable to dictate on intake policy, all efforts will be made to encourage the school to take local children first, and will communicate to the school and the appropriate authorities the wishes of the residents to limit the numbers of children attending the school.

2. The issues concerning traffic and parking on School Lane and local avenues will be pursued with the LCC Highways Authority and with the school's governing body.

4.7 Parish Garden and Flower Displays

In addition to the questions contained within the Parish Plan Questionnaire, additional comments were invited in order to cover topics that had not been specifically identified as important to residents. Of the comments provided the topic of 'Parish Garden and Flower Displays' was popular, with requests for additional flower beds and hanging baskets to be provided in the village and parish garden.

Recommended Actions

Within the constraints of the parish precept and any other overriding constraints the parish council will consider specific requests for the development of the parish garden and the provision of flower displays at preferred locations within the parish.

5. Business Issues and Associated Actions

Within its parish boundaries Simonstone accommodates a significant number of small and large businesses including: retail, public and private services, industrial, farming, and leisure. Several hundred workers are employed within the parish.

Land to the north and east of the Simonstone village is primarily farming land. The farms are tenanted from the Huntroyd Estate. Also located in this area of the parish are a number of smaller businesses including the garden centre, saw mill, hotel, and an outdoor activity centre.

The village shop, garage, car sales, and public house are to be found at the centre of the village on Whalley Road at the junction with Fountains Avenue.

The large(r) businesses are located to the south of the disused railway track, and bordering Blackburn Road and Simonstone Lane. These businesses, including Fort Vale Engineering , Dept of Work & Pensions, Seaways Services Ltd, and Time Technology Park employ substantial numbers of people. Time Technology Park accomodates several smaller businesses.



Following a similar process to that used for residential questionnaires, a business questionnaire, taking the form of a request for comment on a number of topics, was posted to each and every business within the parish. The completed questionnaires, which represented the views of some 29% of the businesses were collated and appear in full at Appendix 1 (Section 6.1.2) of this document. For completeness, the views of the representative of the village primary school are also included in this section. It should be noted that no responses were received from the larger employers and that those businesses responding employ a relatively small number of those people working within the Simonstone parish.

The businesses operating in the parish of Simonstone include:

- The village retail businesses, located at the centre of the village adjacent to the junction of Whalley Road and Fountains Avenue, and including the shop, public house, garage, and car sales.
- Those small(er), single operating units located within the lanes and countryside of the parish, including the saw mill, tree services, garden centre, hotel, and outdoor activity centre.
- The large(r) businesses located to the south of the disused railway track and adjacent to Blackburn Road, including Fort Vale Engineering, Seaways Services, Dept of Works & Pensions, and those businesses located on Time Technology Park.
- St Peter's CE primary school.

5.1 Planning

The business community were invited to comment and raise issues relating to future plans and employment needs.

The village retail businesses being restricted by the lack of development space and their location have no plans for future expansion of their operations and work forces. None of the smaller businesses have indicated that they have plans for growth in terms of site expansion and/or additional staff.

Of the large(r) businesses Seaways Services intends to expand its operations within its existing site boundaries, taking on additional staff. Fort Vale and Time Technology Park have growth capacity within their existing site boundaries.

The school has no current plans to expand, but will do so if required to meet demand for places. The school's intake and recruitment policies are outside the day to day influence of the parish and its council, however the concerns of the residents (as expressed in section 4.6 above) must be of consideration.

None of the businesses have expressed concerns regarding the planning processes and their application, nor any other planning issues.

Recommended Actions

Whilst the Parish Council is unable to dictate on intake policy, all efforts will be made to encourage the school to take local children first, and will communicate to the school and the appropriate authorities the wishes of the residents to limit the numbers of children attending the school.

5.2 Transport

The business community were invited to comment and raise issues on the need for alternative methods of transport, cycle paths, bus routes, traffic congestion, parking etc.

The business groupings as described above are subject to different transport and road conditions and requirements.

The village retail units have ongoing difficulties with the heavy traffic volumes along Whalley Road. As stated elsewhere in this document, there are no traffic management systems, nor pedestrian crossing facilities at the junction where these businesses are located. The village retail units have expressed their needs for the provision of both a traffic management system (yellow traffic box), and for a pedestrian crossing at the junction of Whalley Road and Fountains Avenue.

The farms and other small businesses (saw mill, garden centre etc) use Whins Lane and Trapp Lane as their primary means of access. Generally, there are few problems with traffic speeds and volumes. However heavy goods vehicles, including milk tankers, have difficulties passing along School Lane during school days to access Trapp Lane. The problems of access/egress via School Lane are shared by parents who transport their children to the school via private vehicles. The village school has expressed concerns regarding the lack of road crossings in the vicinity of the school. These views align with the wishes of the parish residents (see section 4.2.1 above).

Road transport for both workers and the movement of goods provides no problems for the businesses located along Blackburn Road. There is easy access to Burnley, Blackburn and to the M65 motorway. The disused railway line running from Great Harwood to Padiham and Rosegrove presents itself as a ready-made walkway and cycleway that could encourage reduced dependence on cars and promote a healthier lifestyle. Lancashire County Council proposes to extend the Greenway along Blackburn Road and Barrowford Road in order to provide access between the Greenway and Time Technology Park. This will enable more people to access their places of employment along Blackburn Road via bicycle or on foot.

Recommended Actions

1. The Parish Council will continue current negotiations with LCC Highways Authority (Environment Directorate), regarding the pressing need for a pedestrian crossing and/or traffic management system at the junction of Fountains Avenue and Whalley Road, and for a pedestrian crossing at the junction of Simonstone Lane and Whalley Road.

2. The Parish Council will work with the school's governing body and LCC Highways Authority in order to improve the traffic and parking issues on School Lane and close-by avenues.

5.3 Renewable Energy

There is a mixed response to the potential usage of renewable energy sources, with one business in favour of wind turbines and another against the idea; others are neutral.

With the exception of the potential installation of solar panels at one of the retail businesses, there are no current plans to deploy renewable sources.

Recommended Actions

In general, planning applications for the installation of wind turbines within the Simonstone parish boundary will not be supported by the Parish Council, unless there are specific local needs and/or considerations. The Parish Council will give special consideration in those cases where renewable energy sources are required to reduce direct business costs or pollution.

5.4 Services

5.4.1 Public Transport

No comments have been received from the parish-located businesses regarding public transport. With the exception of the requirement to extend the Padiham Greenway extension it is assumed therefore that there is general satisfaction with the service within the business community.

The school reports that over 70% of its pupils are transported to school via private vehicles whilst also reporting that 'it is poorly serviced by appropriate public transport'.

Recommended Actions

The Parish Council will work with the school's governing body in order to introduce greater use of appropriate public transport by the school's pupils.

5.4.2 Telecommunications

Within the business community the local telecommunications services appear to be satisfactory. Whilst no specific problems have been communicated wishes were expressed for both improvement in coverage of mobile services, and improvement in transmission speeds of broadband services. This latter problem will be remedied under BT's published programme for service enhancements to local broadband speeds in 2014.

Recommended Actions

BT's 'high speed broadband' rollout programme for Ribble Valley will be monitored, and if required the needs of Simonstone residents and businesses will be pursued with Lancashire County Council's 'Broadband Programme Manager'.

5.4.3 Police

Crimes committed in Simonstone parish have been increasing in numbers over the last three years. Whilst anti-social behaviour has been the most common of the crimes burglary, which is probably of most concern to the businesses of the parish, also figures highly.

The responses to the questionnaire from the businesses express a need for a greater police presence, particularly during the hours of darkness.

Recommended Actions

The specific comments provided on police matters will be forwarded to the Police Crime Commissioner for his attention.

5.4.4 Environmental

Only one environmental issue was raised in response to the business questionnaire this being recycling. The closure of the Padiham recycling site has affected businesses as well as households.

The village retail outlets are in need of local recycling facilities eg recycling bins. Seaways Services is a specialised business and is in need of access to a local glass recycling facility.

Recommended Actions

The needs for local recycling bins will be brought to the attention of the District Authority

Appendices

6.1 Appendix 1 - Results from Questionnaires

6.1.1 Responses to Residential Questionnaire

Summary

1. Housing (questions 1 & 2)

A large majority (73%) of the residents said that they do not wish to see the character of the village changed by the construction of more houses in Simonstone. However, in the event that additional houses were to be constructed it is deemed that sheltered housing is the type most in need, with lesser demand for affordable housing and large family houses.

2. Pedestrians and Cyclists

2.1 Pedestrian Road Crossings (question 3A, 3B): The residents of Simonstone are almost unanimous (86%) in their demand for pedestrian crossings on Whalley Road. Two locations are identified as focal points: the junction of Fountains Avenue and Whalley Road, and the junction of Simonstone Lane and Whalley Road. Both of these crossing points are heavily used by school children.

2.2 Cycle Path (question 9): Although some were unaware of the Padiham Greeway, of those responding a large number (75%) are in favour of extending the cycle/walkway through Simonstone.

2.3 Footpaths (question 20): Footpath maintenance is found to be acceptable to approximately half of respondents, whereas approximately half have concerns regarding such issues as dog faeces, litter, and pot holes etc.

3. Traffic and Highways

3.1 Whalley Road (questions 5,6): The volumes of vehicles using Whalley Road on a daily basis is considered to be excessive and increasing (79% expressed this opinion). Although traffic speeds on the road is not considered to be a major problem, the excessive volumes result in congestion, delays and risks in exiting side roads, and risks to pedestrians crossing Whalley Road. There is a renewed call for the provision of a bypass road, and for the provision of a 'cycle friendly' route.

3.2 Back Lane, Trapp Lane, Whins Lane (question 4): The speed limits currently in force on Back Lane, Trapp Lane, and Whins Lane are not considered to be an issue for the majority (66%) of residents. However, it is recognised that this may not be the case for those using those roads on a regular/frequent basis, and it is proposed that the speed limit on Whins Lane is reduced.

3.3 Parking (question 8A): Although only a minority of residents (40%) report problems with parking and road access, the question has generated a significant number of comments. Much of the road access problem is associated with Whalley Road traffic volumes described in 3.1 above.

The parking problems are associated with a few specific locations. Fountains Avenue suffers from vans and lorries, which are presumably delivery vehicles, parking near the junction with Whalley Road, and also from vehicles associated with business at the garage. Many comments are associated with parking around the school, with overspill onto the avenues and lanes around the school.

4. Amenities & Facilities

4.1 Grit Bins (question 7): The majority of residents are of the opinion that there are sufficient grit bins in situ. However, it is recognised that this is a very local issue and there is a call for additional units to be installed on the Fountains Avenue estate and on Woodside Road.

4.2 Litter Bins (question 21): A relatively small majority are of the opinion that there are sufficient litter bins in Simonstone: 53% share this opinion and 42% think there are insufficient.

4.3 Dog Waste Bins (question 22): Approximately half of respondents are satisfied that there are sufficient bins in the village. Approximately half expressed concerns about such issues as the failure of dog owners to ensure that the bins are used, that there are too many dogs in the village, and that there are insufficient numbers of bins.

4.4 Wind Turbines (question 11, 12): The response to the questions on wind turbines is slightly confusing. Whereas a majority of 61% were against the installation of wind turbines in Simonstone, 69% stated that wind turbines of any height are unacceptable. However, it is clear that the residents are against their deployment locally.

4.5 Shops (question 13): General consensus (73%) is that no more shops are needed in the village. Fruit and vegetables came top of the list of products in demand if another shop was to be opened.

4.6 Youth Facilities (question 14,15,16): The majority of residents responding are in favour of youth activities, focussing on a youth group (81%) that caters for the ages of 10 to 16 years. The types of activities requested is many and varied with no particular activity identified as a specific need.

4.7 Village Hall (question 19): There is no great demand for a village hall; 67% were against the idea.

5. Services

5.1 Local Bus Service (question 8B): The bus service is considered adequate (86%). The question raised very few comments.

5.2 Broadband Service (question 10): The majority (54%) considered the existing service(s) to be unsatisfactory. The question raised very few comments.

5.3 Local Police Service (question 18): The current level of policing appears to be about right, with almost half of residents (47%) stating that they are happy with the status quo. The most favoured comment is 'for an improved visible presence'.

5. School (question 17)

An overwhelming majority are against any enlargement of the village school. Only 8% are in favour of enlargement. The main reasons expressed for the antipathy are the associated traffic and parking issues, and that the school attracts many pupils from outside the immediate neighbourhood of Read and Simonstone.

Percentage summaries of the answers to the questions obtained from the completed questionnaires

(distributed and collated by Simonstone Parish Council, March 2013)

No	Question	Yes %	No %	Do not Know %	No Comment Not applicable %	Remarks/ comments
1	Is there need for additional housing in Simonstone?	27.2	72.7			
2	If there had to be additional housing in Simonstone?	Affordable	Sheltered	Large family	Social	None of these
		27.7	36.1	29.1	4.1	2.7
3a	Are there sufficient pedestrian road crossings in Simonstone?	14.7	86.4	0.7		
3b	Where do you feel that pedestrian road crossings are most needed	Simonstone/ Whalley Rd	Stork/ Fountain	Other	Do not know	List of other crossings attached to Question 3
		42.7	53.0	3.6	0.6	
4	Are the speed limits on lanes such as Back Lane, Trapp Land and Whins Lane an issue for you?	33.3	65.8	0.7		
5	Do you find traffic density a problem on Whalley Road?	79.2	20.7			
6	Do you find traffic speed a problem on Whalley Road?	50.8	49.1			
7	Are there sufficient provisions of grit bins?	58.8	39.2	1.9		
8a	Do you experience parking/road	40.3	57.1		2.4	

	access problems in the village/your road							
No	Question	Yes %	No %	Do not Know %	No Comment Not applicable %	Remarks/ comments		
8b	Do you feel the bus services adequate?	85.8	7.4	5.9	0.7			
9	Would you be in favour of the Padiham Greenway Cycle Path being extended through Simonstone?	75.4	23.6	0.9				
10	How satisfied are you with the speed of your broadband internet in Simonstone?	Not at all satisfied	Dis-satisfied	Not Interested	Satisfied	No comment		
		25	29	8	37	1		
11	What is your attitude to wind turbines within the bounds of Simonstone	Very much against	Against	Not interested	In favour	Very much in favour		
		43.7	17.5	17.5	15.3	5.8		
12	How tall would be an acceptable height for a wind turbine?	None acceptable	20 yds/mtrs	40 yds/mtrs	60 yds/mtrs	No comment	Do not know	Depends on location
		68.9	14.2	8.4	4.2	1.6	1.6	0.8
13	Would you like more shops in the locality	25.3	73.9	1.5			For a list of suggestions see question 13	
14	Is there a need for more facilities for you activities? If yes what type of facilities	72.4	13.7	11.9	1.8		For a list of suggestions see question 14 and 15	
15	Is there a need for a Youth Group in the locality	80.5	13.8	4.16	1.3			

16	If yes for which age ranges	10 to 16	16-20	3.4	1.8	
		75.9	18.5			
17	Is it necessary to enlarge Simonstone Primary School?	8.4	72.2	15.9	2.5	What are the intakes?
						0.8
No	Question	Yes %	No %	Do not Know %	No Comment Not applicable %	Remarks/ comments
18	Are you happy with the level of Policing in the Village?	46.7	57.0	2.1		
19	Is there a need for a New Village Hall	29.1	66.9	3.1	Use the cricket club	
					0.7	
20	Are footpaths sufficiently maintained in the locality?	46.7	51.8	1.4		
21	Is there sufficient provision of litter bins?	53.2	41.9	3.2		
22	Is there sufficient provision of dog waste bins?	48.4	49.2	2.3		

Detailed Responses

During 2012 Simonstone Parish Council commenced the development of a “Parish Plan”. To achieve this a Public meeting was organised.

Resulting from this meeting a Parish Plan Steering group was established, this group was made up of residents of Simonstone. It was made very clear to this group, that the questions would not be influenced by members of the Parish Council, although a member of the Council would be part of it, providing any required funding and a necessary link between the group and the Council

The objective of this group was to establish a questionnaire containing topical subjects which they, the Steering Group considered relevant to Simonstone residents.

The questionnaire was completed and presented and accepted by the Parish Council January 2013.

The Parish Council distributed the questionnaires early February, on a ‘one questionnaire per residence’ basis and asked for completion by end of February 2013.

A total of 140 questionnaires were completed by residents representing approximately 30% of 474 residences to which they had been distributed.

The next task was to collate the results from the questionnaire; this was completed end April 2013.

It was evident from the returned questionnaires that the residents had some very strong views on some of the questions.

To represent all views and suggestions, ALL comments which residents attached to individual question have been included in the table showing number and percentage of responses.

At the end of the questionnaire residents could write additional comments, again ALL these comments have been included in the report

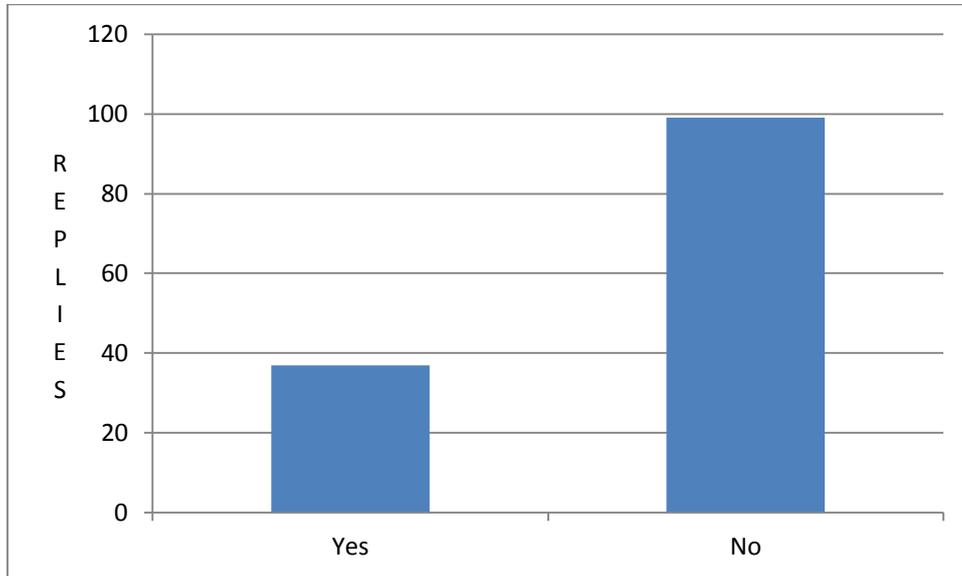
It can be noted that the same comments appear against more than one question, the reason is, that the comments made by Simonstone residents appertain to more than just one question.

These and all other topics will be reviewed by the Parish Council, and a priority action plan formulated.

Note: Streets, roads, avenues marked with an asterisk (*) are proper to Read Parish and not Simonstone. Any related issues will be forwarded to Read Parish Council.

QUESTION 1

Is there need for additional housing in Simonstone?



Total	Yes	No	Comments attached to the question
136	37	99	Build only where there is employment
	27.2%	72.7%	Concerned at the number of empty houses and difficult to sell properties in Simonstone
			But brownfield sites only

Additional comments made by residents at end of the questionnaire

- There are enough houses in Simonstone.
- The issue of additional housing in Simonstone (& Read) is becoming a major concern. We must endeavour to protect our rural community from ribbon development and the current onslaught of developments requests and the RV obligation to provide more homes in the borough
- By not increasing the size of the School and not building further housing this would help to limit the number of cars in the village and more importantly keep the village as a village and not turn it into an extension of Padiham
- We badly need some retirement apartments in Simonstone and Read. If these were available for retired people to buy, it would release the larger properties in which many residents now live, to be sold for younger people, with families to buy (Name and address supplied)
- Any increase in housing/or school would add to traffic issues: we already/still need a by-pass!

- I have lobbied for years re sheltered accommodation: so many life-long Simonstonians have been forced to move out of the village when unable to cope with a depleted family home. The provision would have to be custom-built or large properties that occasionally come on the market and could be converted to flats. If the former Sheltered Accommodation should be carefully sited where access to Church/or activities (not pushed into obscurity) are close by
- Concerned at the number of empty houses and difficult to sell properties in Simonstone
- Several houses are occupied by single people, mainly widows. I feel they would be happy to move into sheltered accommodation, thus leaving houses free for younger people
- We moved into the area in 1968 when the population was then probably half of what it is today. Over the last four decades the infrastructure of Read and Simonstone has lagged the housing development programme and has created many of the problems you outline in your questionnaire
- Whether extra housing is needed or not I would strongly urge that further housing developments be shelved until a bypass is built. It must be remembered that the A671 has become a very important feeder road from the A59 to the M65 and to all the industrial and business parks in this area. The bypass is important for safety reasons in Simonstone and Read
- Sheltered housing needed. Many elderly ladies living in large homes do not want to leave village
- I don't think any new houses should be built on green field land
- We have lived in Read\Simonstone all our lives yet our children can't afford the houses and having to move away from where they have grown up. Reasonably priced new starter home would be beneficial

QUESTION 2

If there had to be additional housing in Simonstone?

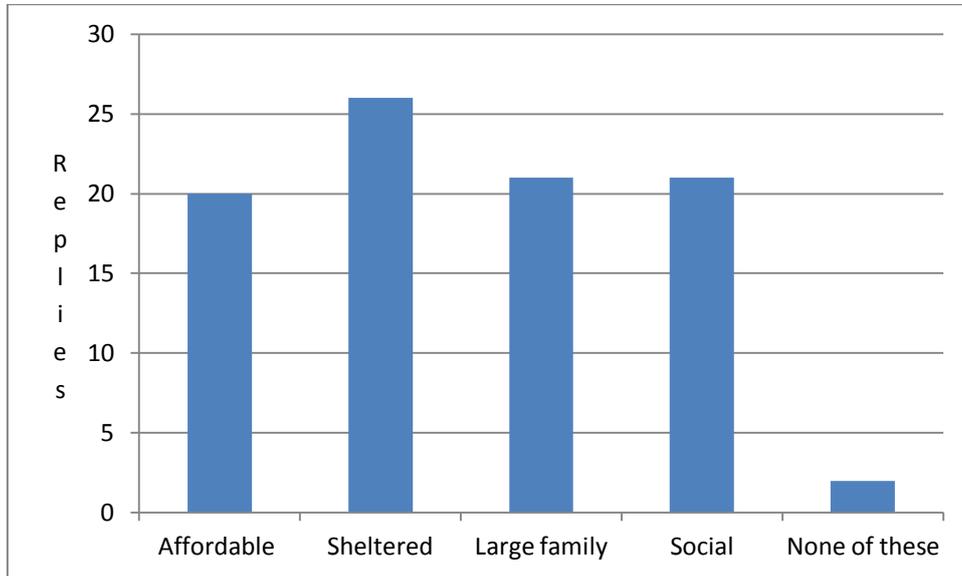


Table showing number of residents answering the question including comments they attached to each question

Total	Affordable	Sheltered	Large family	Social	None of these	Comments attached to the question
72	20	26	21	3	2	Why not all three we need to return the balance of the village Perhaps 6 flats
	27.7	36.1%	29.1%	4.1%	2.7%	

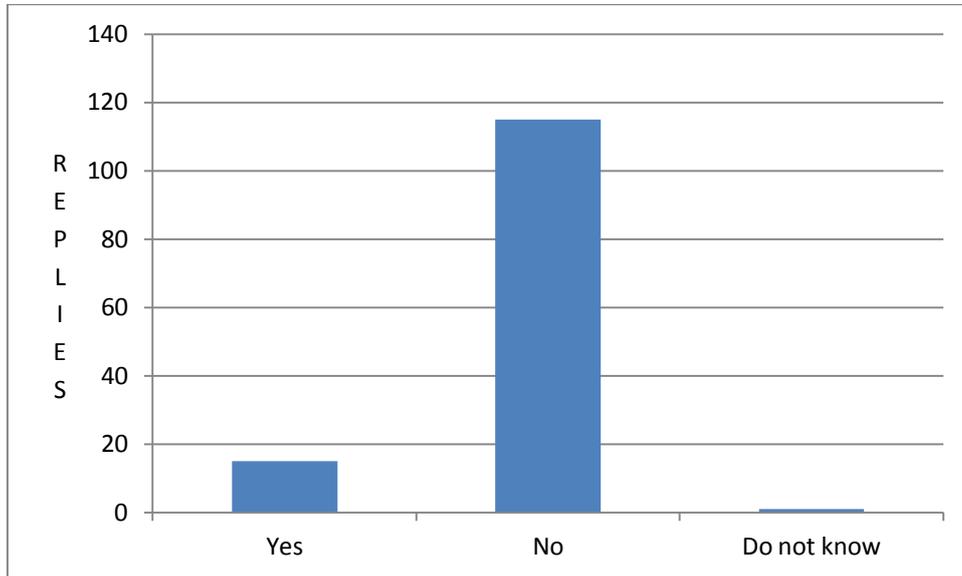
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Question 3A

Are there sufficient pedestrian road crossings in Simonstone?



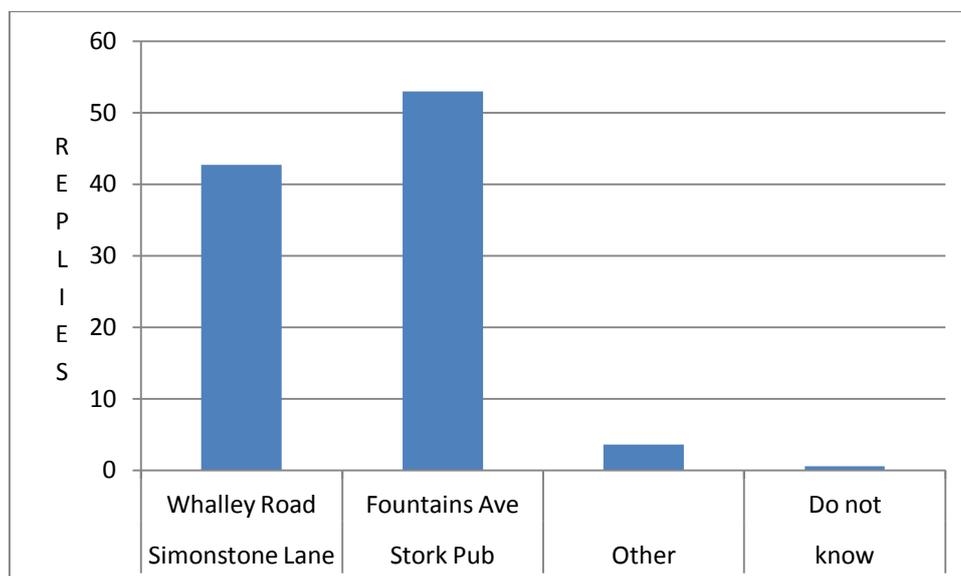
Total	Yes	No	Do not know	Comments attached to the question
133	17	115	1	Nil
	14.7	86.4	0.7	

Additional comments made by residents at end of the questionnaire

- Pedestrians crossing would make it more difficult to exit by car from Fountains Ave onto Whalley Road & it is hard enough at times anyway. The exit would be blocked by cars waiting at the crossing. It is easy enough to cross the road on foot anyway. School run causes much of the traffic density
- Getting out of Fountains Avenue is a problem at peak times. A pedestrian/pelican crossing would help. Otherwise a mini roundabout
- Need pedestrian crossing near Simonstone School
- It is time that a crossing is constructed between Fountains Ave and the Garage/Shop. MP should be involved. Have previously written to him
- If a crossing was sighted on the border of Read and Simonstone the cost could be shared.
- Junction of Whalley road and Fountains Ave

Question 3B

Where do you feel that pedestrian road crossings are most needed?



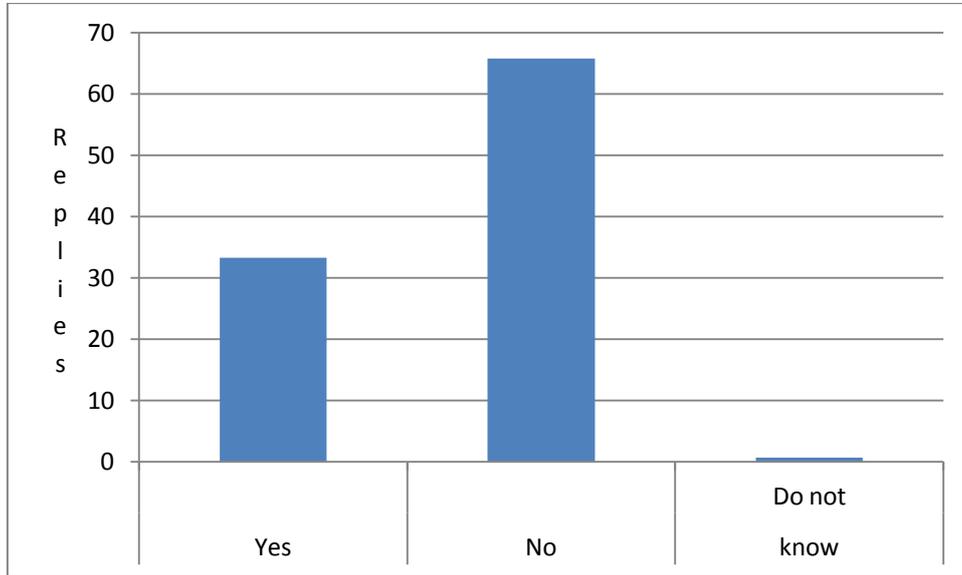
Total	Simonstone Lane Whalley Rd	Fountains Stork Pub	Other	Do not know	Comments attached to the question
166	71	88	6	1	<p>It essential that they give the green light much more quickly than in Read. Youngsters will not wait for 3/4 of a minute!!!</p> <p>very dangerous, Secondary school children run across to petrol station to get sweets and back to catch bus</p> <p>Definitely before someone is killed</p> <p>I think it would also help slow traffic down</p>
	42.7%	53.0%	3.6%	0.6%	
	<p>Near Fountains Ave entrance - other side to Stork where wheelchair access already exists</p> <p>Higher Trapp Cross roads, mirror to improve visibility</p> <p>Bus stop opposite Haugh Avenue</p> <p>School lane by school</p> <p>Whalley road - further along towards Library *</p> <p>Main St - Strait Lane*</p> <p>A little further towards Read and a bit further away from the nasty bend at the bottom of Harewood Avenue - border of Read and Simonstone.</p>				

Additional comments made by residents at end of the questionnaire

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- If a crossing was sighted on the border of Read and Simonstone the cost could be shared.
- Junction of Whalley road and Fountains Ave

Question 4

Are the speed limits on lanes such as Back Lane*, Trapp Lane and Whins Lane an issue for you?



Total	Yes	No	Do not know	Comments attached to the question
129	43	85	1	Speed should be 30 mph cars parked
	33.3%	65.8%	0.7%	Unlit
				No footpaths
				Too high
				Could do with being slower, walkers are in danger between Mary's farm and the top of Straits lane!*
				They are not slow enough
				Unclear question. Traffic appears to be going fast when walking in these areas
				If motorist ignore them, otherwise no

Additional comments made by residents at end of the questionnaire

- Traffic speed is NOT a problem, the traffic mainly crawls along. The other day, I waited safely behind 2 vehicles parked outside the shop/garage, so that lorries and buses could pass, finally got going on my way to work and then there was the yellow speed Safe to Travel van in the layby. The other week it was the yellow coated people with the hand held device. The latter must be sadist and obviously do not work. I was unemployed for 7 months, but am now working again and need to use my car to get there at a certain time. I am not speeding, just need to get to work on time, without being hindered every wheel spin of the way. Give the local motorists a break
- The speed limit on Whalley road (Dean top area) is a wicked 60 mph – there is a child crossing the road here 2 x days
- Speed prevention methods needed to slow traffic
- Traffic back lane – unclear question. The traffic appears to be going fast when walking in these areas
- Very large trucks which do go fast – apart from access many of these could bypass the village
- Some traffic is far too fast through the village. A more prominent 30 mph sign is necessary from the Padiham end particularly, or even 20 mph from School lane to George lane
- The Avenues are becoming “turning areas” for traffic using Whalley road. I have noticed some rather fast drivers passing my house at the top of Scott Avenue, where one motorist didn’t even stop to give way. This is increasing weekly and it may be worthwhile considering speed bumps. I can see an accident waiting to happen!
- Speeding traffic still problem down Simonstone lane, are we waiting for a bad accident before something is done about it? Also what is being done about the pot holes down Simonstone Lane again accident waiting to happen
- Vehicles which don’t stick to the speed limit are a problem
- All along the main road. It’s nice to support local shop keepers but quite dangerous parking/crossing the main road. Not sure what can be done about it other than encouraging locals to walk to shops and not drive/park
- I would like to see a 20 mph speed limit on the estates either side of Whalley road
- Cars drive far too quickly up the avenue – we would benefit from a 10 mph speed limit on the avenue (Haugh)
- Police presence down Simonstone Lane to control/check speeding/racing motor cars
- I would just like to add to question 6 in my opinion and am sure a lot more other people’s opinions that the level of speeding vehicles is now becoming an issue. As a regular traveller on major road networks it is only a matter of time before there is going to be a major accident at the crossroads of Whalley road and Simonstone Lane. This is due to persons aiming to be at their destinations on time. Also the way people are treated trying to cross the road is also becoming a very much long winded and dangerous attempt at or around this junction
- The traffic on the main road is problematic when trying to exit Fountains Ave at peak times. A roundabout or something appropriate. This would also slow traffic down. Reduce speed limit on Whalley road and have a speed camera and/or speed bumps

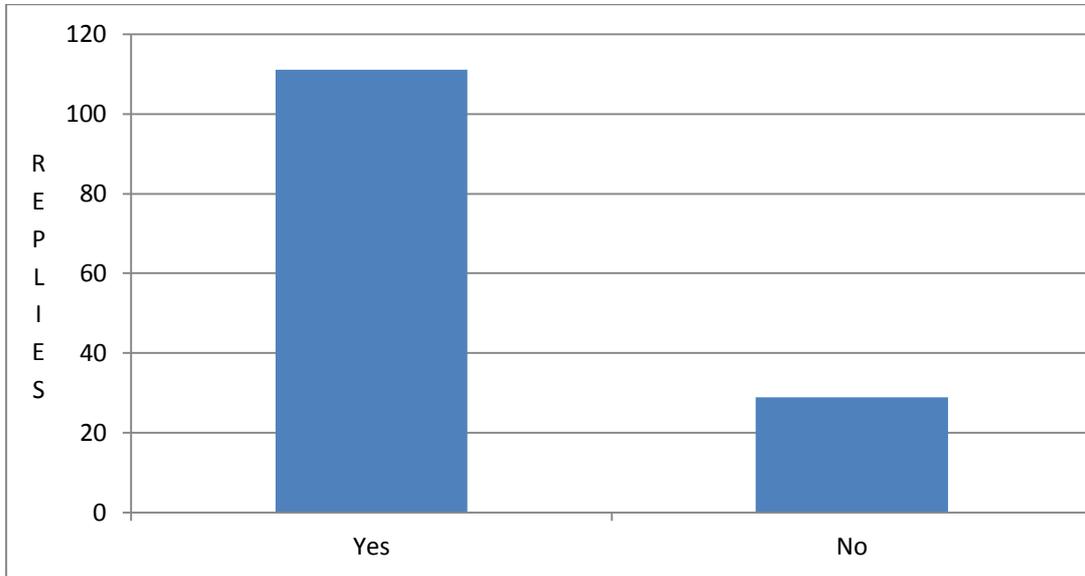
- One day, sadly, there will be a fatal accident on Whalley road. Traffic calming measures would be beneficial including perhaps permanent speed cameras
- Mini roundabout at cross roads to Simonstone Lane/school lane and Whalley road. This is in desperate need. Also, some speed/road narrowing restrictions, cars and farm wagons speed downwards. I'm concerned of residents being injured/killed

Whins Lane

- Speed issue on Whins Lane. It is ridiculous that some parts of the lane are 60 mph and some 30 mph. There are areas that are 60 mph where the lane is only 1 car width wide. The whole of the lane is a residential area. My son cannot cycle on the lane or walk home from school unaccompanied as it is too dangerous. The buses often drive very quickly and without due care between the bend with White Cottage and Wickentree Row. Is it necessary for a full size bus to use this route? The bus very rarely has more than a few people on it. The lane is also used as a "rat run" for those who know it thus avoiding the main road at peak times. If the planning application at the Whins is successful traffic will increase again on Whins Lane
- Speed limit on Whins lane needs to be 30 mph
- Whins Lane speed limit should be 30 mph on the Simonstone section
- Whilst there are "GIVE WAY" SIGNS ON THE East and West approaches of Whins Lane onto Trapp Lane there is a need for the existing 30 mph speed limit zone on Whins lane being extended from the Read boundary to the Trapp Lane cross-roads
- The X roads below the Higher Trapp are ever – dangerous, one or more mirrors are needed.
- Obviously, increased traffic-increased risk...before a major incident
- A definite need for speed limits on Whins Lane and Trapp Lane
- More speed limit signs on Whins Lane etc.

Question 5

Do you find traffic density a problem on Whalley Road?



Total	Yes	No	Comments attached to the question
140	111	29	Very large trucks which do go fast apart from access many of these could bypass the village The speed of the traffic often exceeds 30mph Just rush hour
	79.2%	20.7%	

Additional comments made by residents at end of the questionnaire

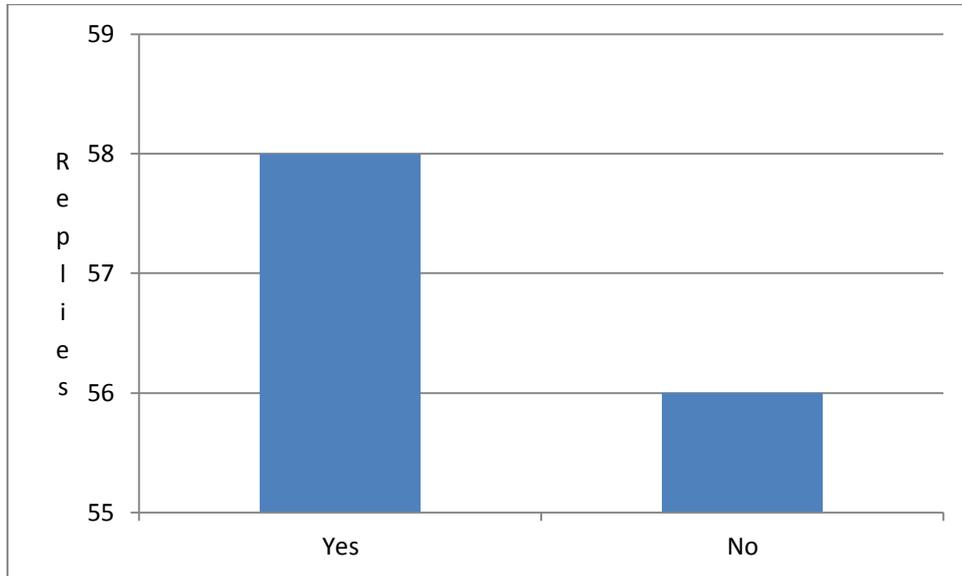
- Provision of a bypass. As The A671 is the major trunk road to Clitheroe traffic is constantly increasing and the congestion with the villages will only get worse. At certain times in the morning the traffic is backed up and is bumper to bumper through the village. If a bypass (which I believe was considered several years ago) is completely out of the question consideration should be given to traffic calming measures between the 2 villages such as a 20 mph speed limit and sleeping policemen. Many vehicles especially heavy goods trucks regularly speed through the villages
- The now abandoned proposal for a bypass would have solved many of the traffic related problems in the community
- Problems at all feed into/across A671. The A671 through Read/Simonstone is not fit for pedal cyclist on account of overloading dense fast motor traffic. Cyclists have been driven into the back streets to avoid the danger or off the road entirely. A Read/Simonstone by

pass is clearly needed and should be pressed for existing “cycle friendly” routes need to be properly linked through Read and Simonstone

- Regarding the subject of Road Safety, in the late seventies we had a chance to proceed with a bypass for Simonstone and Read from the Highways Division and I heard we were third on the list for funding. This was turned down by the then Parish Council without any consultation with the residents. The bypass would have been along the redundant railway line and would have come in sight of various Council members’ property!
- I am sure it is now time to reconsider approaching the authorities about the bypass. The population in the area has greatly increased and the need to stop heavy goods vehicles from passing through the village should be of paramount importance. To add weight to this I enclose a photocopy of a report in the Daily Telegraph date June 2007 in which it reports that the A671 (which passes through the village) to be No 5 on the list of the then ten most dangerous roads in Britain (not by compiler report will be scanned into the report. This is quite an unwelcome achievement
- There have been numerous deaths on this road over the years. The road traffic is increasing day by day as a result of the industrial units which have sprung up over the years and which are still growing. The potential for accidents is there now and will continue to increase. This will not be helped if further housing developments are passed resulting in increasing local populations. Whether extra housing is needed or not I would strongly urge that further housing developments be shelved until a bypass is built. It must be remembered that the A671 has become a very important feeder road from the A59 to the M65 and to all the industrial and business parks in this area. The bypass is important for safety reasons in Simonstone and Read

Question 6

Do you find traffic speed a problem on Whalley Road?



Total	Yes	No	Comments attached to the question
114	58	56	Very large trucks which do go fast apart from access many of these could bypass the village
	50.8%	49.1%	
			Mostly not

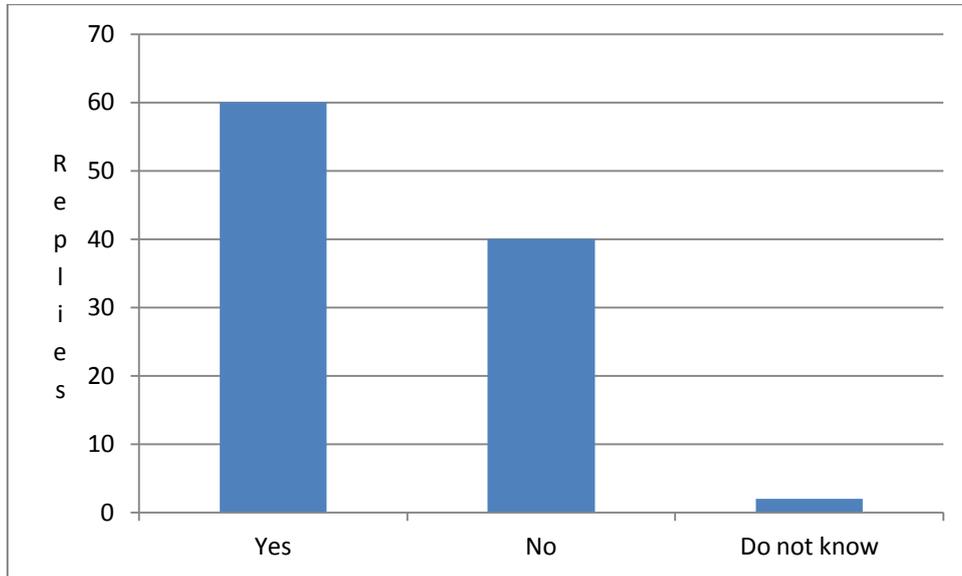
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- Police presence down Simonstone Lane to control/check speeding/racing motor cars
- I would just like to add to question 6 in my opinion and am sure a lot more other people’s opinions that the level of speeding vehicles is now becoming an issue. As a regular traveller on major road networks it is only a matter of time before there is going to be a major accident at the crossroads of Whalley road and Simonstone Lane. This is due to persons aiming to be at their destinations on time. Also the way people are treated trying to cross the road is also becoming a very much long winded and dangerous attempt at or around this junction
- The traffic on the main road is problematic when trying to exit Fountains Ave at peak times. A roundabout or something appropriate. This would also slow traffic down. Reduce speed limit on Whalley road and have a speed camera and/or speed bumps
- One day, sadly, there will be a fatal accident on Whalley road. Traffic calming measures would be beneficial including perhaps permanent speed cameras
- Mini roundabout at cross roads to Simonstone Lane/school lane and Whalley road. This is in desperate need. Also, some speed/road narrowing restrictions, cars and farm wagons speed downwards. I’m concerned of residents being injured/killed

Question 7

Are there sufficient provisions of grit bins?



Total	Yes	No	Do not know	Comments attached to the question
102	60	40	2	just need to fill them
	58.8%	39.2%	1.9%	We do not get much snow now, due to global warming
				Fountains avenue only 1 bin
				Please on Furness Avenue + Westminster Close

Additional comments made by residents at end of the questionnaire

- Also when the roads are icy it is easy to skid into parked cars. The further down the estate one lives the road stays icy for longer and there is less through traffic. There is no grit bins at all lower down the “Abbeys” estate, where they are most needed. The council gritting wagon has been down Furness Avenue twice in 18 years and couldn’t get any further than the “Mound” due to unnecessary PARKED CARS
- Main roads are now well gritted and salted but estate roads are not. More grit bins spread around the estate please. In order to ensure that they can get off the estate whenever it gets icy/snowy people park up on either side of the road at Fountain Avenue/Whalley road junction, on the hill. This narrows the road in the most difficult area to negotiate. Better

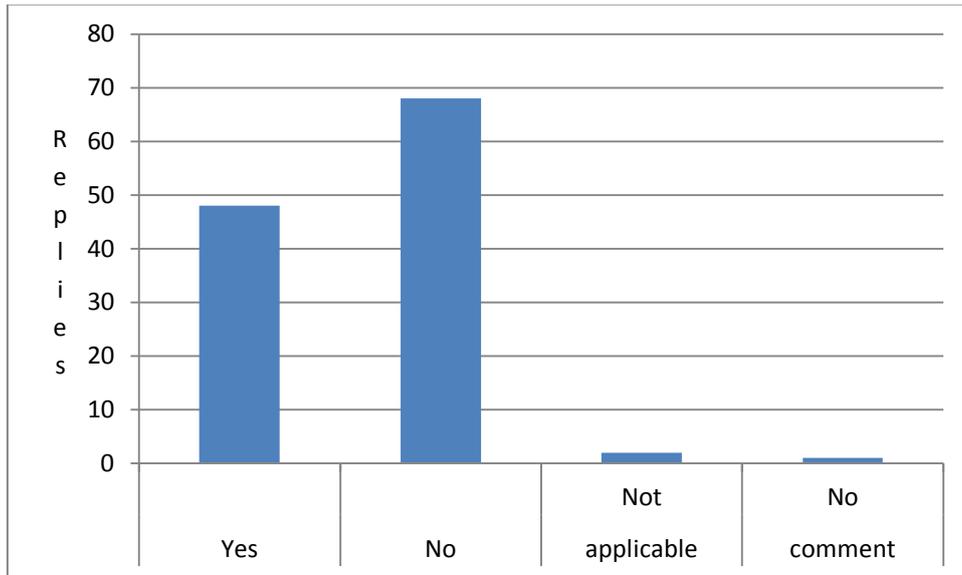
salting on the estates would solve this problem or implement parking restrictions in that area (however, it will need enforcement if it is to be effective)

- Need a grit box on corner of Westminster Close and Furness Ave in winter NO sun comes on the front, very icy. We had one year ago taken away never brought back!
- Grit bin need bottom end of Woodside Road as cars unable to deal with ice sheets that form and pedestrians have no safe place to walk – it becomes sheet ice
- There may be enough bins if individuals didn't fill their buckets to grit their own drives "Buy your own" signs in the lids of the bins perhaps!

Question 8A

Do you experience parking/road access problems in the village/your road?

(If so identify the area and outline any ideas to assist solution in the comments section at the end)



Total	Yes	No	Not applicable	No comment	Comments attached to the question
119	48	68	2	1	<p>Double parking on Whalley road Straits lane at school times Because of double parking on some of the avenues, resulting in cars parking on the pavement means that often you have to walk on the road to pass, quite dangerous if passing a pram. Also this produces damage to the pavement which becomes uneven and a potential hazard.*</p> <p>As a motorist, it is sometimes difficult to turn into the avenue with cars parked near the bottom of the avenue....not good in the dark</p> <p>There is no easy solution to this</p>
	40.3%	57.1%	1.6%	0.8%	

					<p>Road access problem from Fountains Ave to Whalley road - lengthy delays</p> <p>Valley Terrace/Pollard row</p> <p>Pulling out of Fountains Avenue</p> <p>Yellow box junction</p> <p>Haugh Avenue and Straits Lane</p> <p>Haugh Ave (Simonstone)+Straits Lane (Read) mainly caused by parents delivering children to the two schools + parking on the main road through the two villages</p> <p>Dean Top, national speed limit unnecessary - should be 40</p> <p>Parking opposite house drive</p> <p>Main road between library and recent bridal shop*</p> <p>Near the School</p> <p>Fountains Avenue, onto Whalley road in rush hour, crossing might work</p>
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Additional comments made by residents at end of the questionnaire

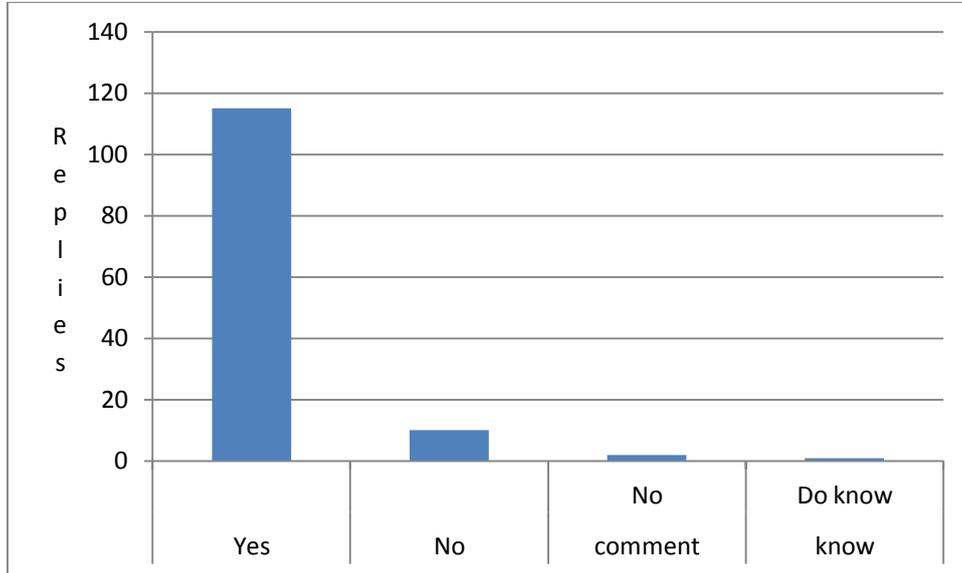
- Haugh Avenue – inconsiderate parking by people taking their children to School – double parking and blocking driveways
- Also, parental parking on Straits lane in the pre-9am rush is often dangerous and unmannerly. I'd like to see you holding the school to account
- I am not happy about the amount of cars parked on our avenue from the MOT garage next to the Stork, and cars parked in Fountains Avenue
- Cars, Vans and Lorries park right on the pavement at the top of Fountains avenue, near Whalley road, forcing pedestrians into the hedge or out into the road
- Parking on Fountains Avenue is becoming a problem. Cars park on the bends and usually on the footpaths, sometime blocking the whole path. Most have long enough drives for two

cars but prefer not to park on them. Better it seems to inconvenience everybody else. Getting out of Fountains Avenue is a problem at peak times. A pedestrian/pelican crossing would help. Otherwise a mini roundabout

- Because of double parking on some of the avenues, resulting cars parking on the pavement means that often you have to walk on the road to pass, quite dangerous if pushing a pram. Also this produces damage to the pavement which becomes uneven and a potential hazard. As a motorist, it is sometimes difficult to turn onto the avenue with the car parked near the bottom of the avenue – not good in the dark
- Parking access – vans parked at bottom of Harewood Ave and George lane* are a dangerous obstruction
- Build car park for Simonstone on land next to school
- Parking by parents delivering/collecting children to/from Simonstone School cause major hazards to both pedestrians and other road uses – both outside the school and especially on side roads adjoining Whalley road. Requests for double yellow lines have been ignored
- Parking by parents at school (Blocking drives – residents unable to park
- Parking is almost impossible to solve as it is caused by multiple car house holds
- I live on Haugh Ave and appreciate that people park when taking their children to school which I have no problem with, however, I do object to the double parking at the bottom of the road at this time – often causing an obstruction making it difficult to see onto Whalley road and I doubt that a fire engine would be able to negotiate the inconsiderate parking – I would far rather the cars park outside my house than double park at the bottom
- School staff do not use their own parking facilities
- Parking on the pavement where it makes a difficult to get a pram/wheelchair through is dangerous
- The garage at the top of Fountains Avenue should never have been allowed to trade as they have no parking facilities on site and vehicles park on Fountains Ave
- Parking on School Lane is dangerous because of inconsiderate parents, picking children up in cars, when they live locally – not enough parking at school
- Install double yellow lines near school as Read have done
- As always, parking on School Lane is a problem at peak times. If the section from Whalley Road to the junction with Clough lane were one way this would help with the main problems are caused by people trying to get along in both directions
- Parents when dropping children off at School should be encouraged to keep period of parking to a minimum. During School hours there should be a a 20 mph speed limit in operation on roads adjacent to the school
- Parking/traffic around School Lane – school should be encouraged to increase parking within grounds and field next to school used for dropping off/collecting children
- Double parking by parents, on Haugh Ave causing the road to be blocked
- Lack of parking for Buckshaw Terrace

Question 8B

Do you feel the local bus services are adequate?



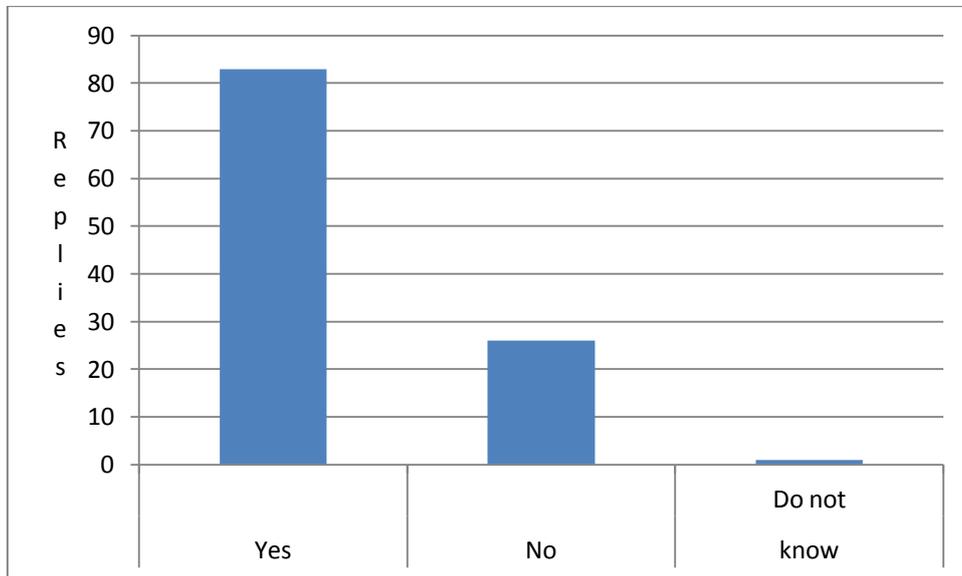
Total	Yes	No	No comment	Do not know	Comments attached to the question
134	115	10	1	8	buses too large for lanes and amount of passengers people should make more use of them For me yes because I can drive and have a car - for people without cars (elderly, young people) I think it's not adequate
	85.8%	7.4%	0.7%	5.9%	

Additional comments made by residents at end of the questionnaire

- Smaller buses

Question 9

Would you be in favour of the Padiham Greenway Cycle Path being extended through Simonstone?



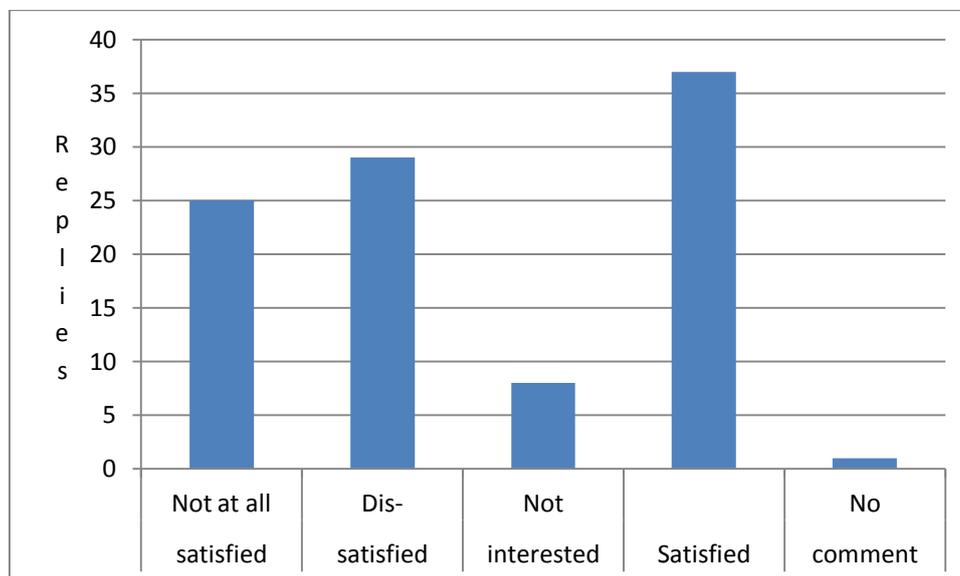
Total	Yes	No	Do not know	Comments attached to the question
110	83	26	1	Definitely - it would help to reduce obesity which is a growing problem
	75.4%	23.6%	0.9%	Where about through Simonstone?
				Do not know what this is?
				Definitely

Additional comments made by residents at end of the questionnaire

- We would like to know more about the cycle path where does it start from?
- Encourage cyclist to wear light bright clothing – as they are difficult to be seen in dark ones

Question 10

How satisfied are you with the speed of your broadband internet in Simonstone?



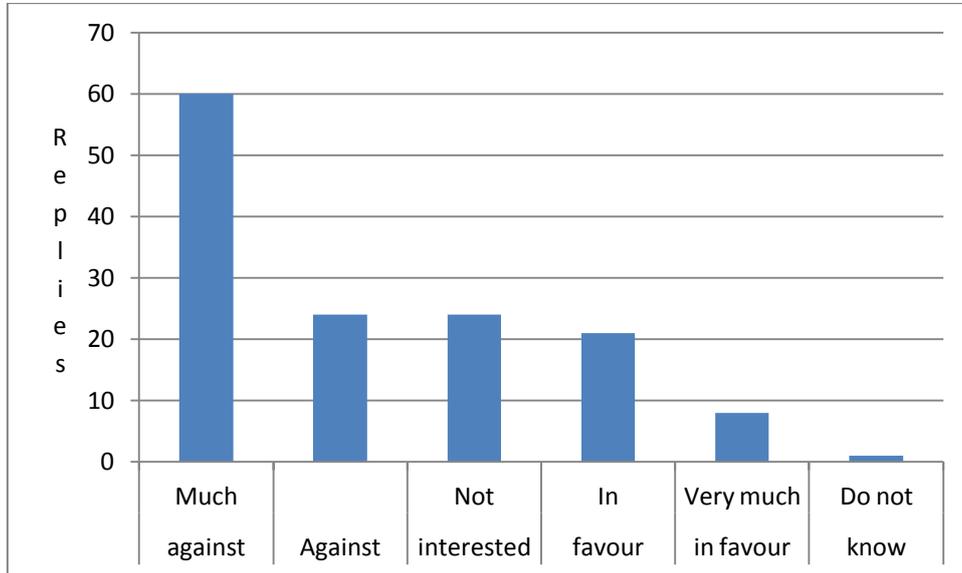
Total	Not at all Satisfied	Dis-satisfied	Not interested	Satisfied	No comment	Comments attached to the question
100	25	29	8	37	1	Slow especially at weekends/evenings Could be faster It satisfies my limited requirements Need fibre optic Sometimes it runs slow
	25%	29%	8%	37%	1%	

Additional comments made by residents at end of the questionnaire

- We need cable provision, the broadband speed is dire. Goosnargh is also a village but has excellent broadband provision
- There is a local Internet company in Simonstone, can they supply the village with faster broadband
- Btinternet.com tends to be overload at peak times

Question 11

What is your attitude to wind turbines within the bounds of Simonstone?



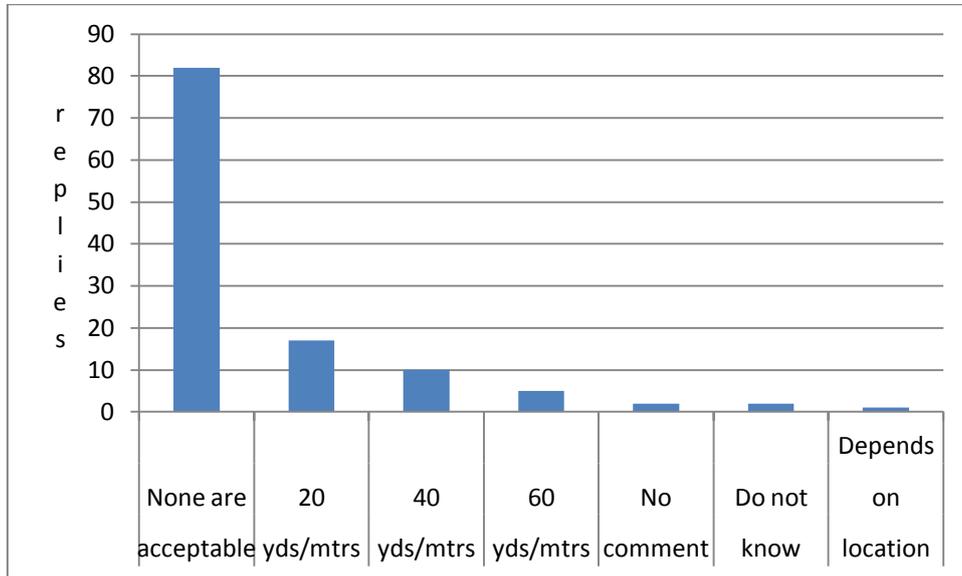
Total	Very Much against	Against	Not interested	In favour	Very much in favour	Do not know	Comments attached to the question
137	60	24	24	21	8	1	They are not environmentally friendly Depends where they would be But it depends where and how big In favour, only to a limited extent. Gas will not last forever Depends where they are sighted - on balance I like the idea
	43.7%	17.5%	17.5%	15.3%	5.8%	0.7%	

Additional comments made by residents at end of the questionnaire

- I have no idea about heights of wind turbines!
- If there were wind turbines in Simonstone I think they should be out of sight, 20m tall and away from houses

Question 12

How tall would be an acceptable height for a wind turbine?



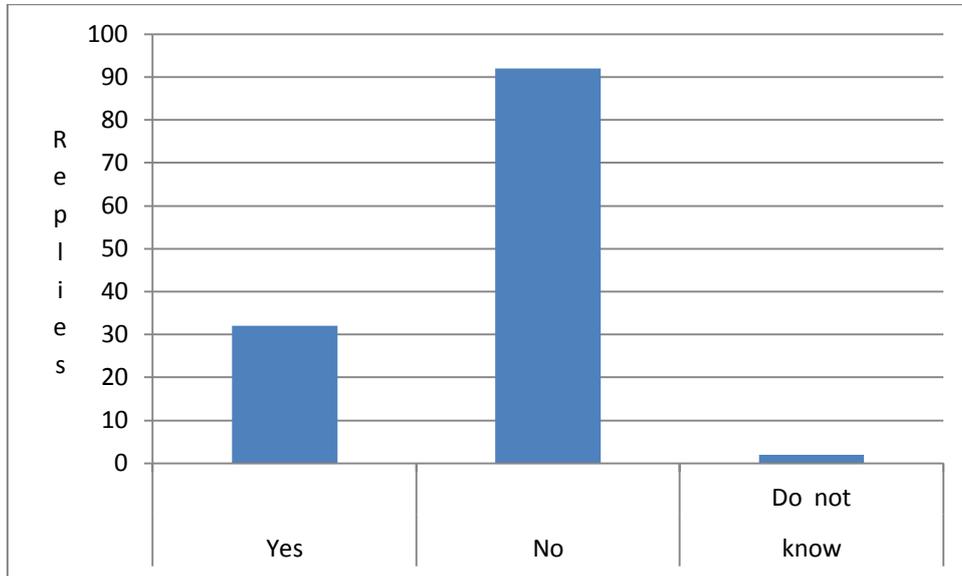
Total	None are acceptable	20 yds/mtrs	40 yds/mtrs	60 yds/mtrs	No comment	Do no know	Depends on location	Comments attached to the question
119	82	17	10	5	2	2	1	Height depends on location
	68.9%	14.2%	8.4%	4.2%	1.6%	1.6%	0.8%	

Additional comments made by residents at end of the questionnaire

- I have no idea about heights of wind turbines!
- If there were wind turbines in Simonstone I think they should be out of sight, 20m tall and away from houses

Question 13

Would you like more shops in the locality?



Total	Yes	No	Do not Know	Comments attached to the question
126	32	92	2	<p>If people would use local shops and facilities more there would be NO need for this question!!!</p> <p>Hardware - like Gilmartins in Whalley</p> <p>Coffee cake shop - like Benedicts</p> <p>Any that would bring something that we have not already got!</p> <p>Possibly - but again type, access, parking and traffic</p> <p>But we need to use it or it won't work! Perhaps the new Spar will do the job?</p> <p>Padiham has enough problems</p> <p>Speciality shop - sandwich shop for example</p> <p>We use the local shops</p>
	25.3%	73.0%	1.5%	

Types of shops suggested

Type of shop	No of suggestions
Fruit & Veg	16
Café type/Pizza/fast food	4
A better convenience store	1
Restaurant	1
News agent	1
Artisan bakery	1
Dry cleaners	1
Hardware	1

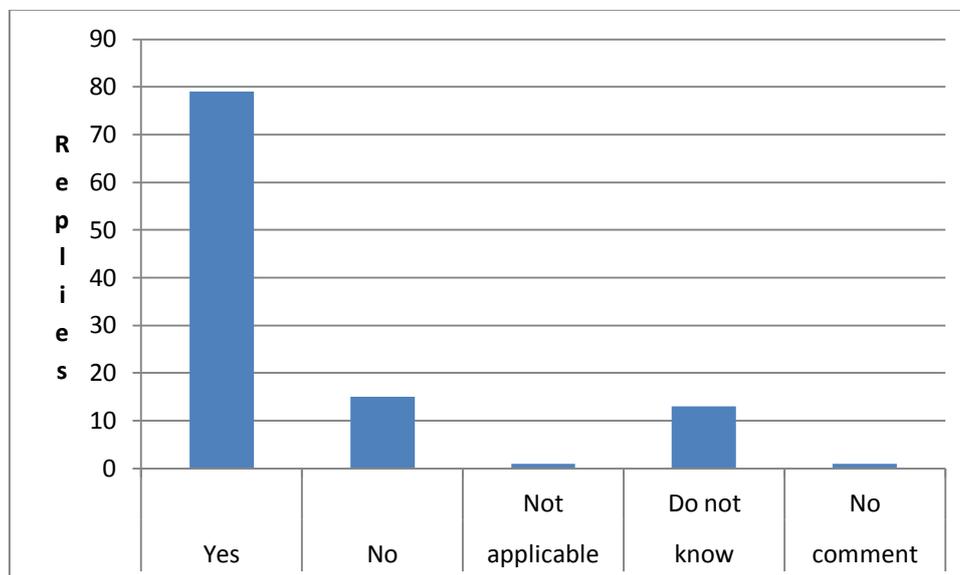
Additional comments made by residents at end of the questionnaire

- As for shops, we are lucky to have a butchers and a chemist as most villages do not
- All along the main road. It's nice to support local shop keepers but quite dangerous parking/crossing the main road. Not sure what can be done about it other than encouraging locals to walk to shops and not drive/park
- Convenience Store

Question 14

Is there a need for more facilities for youth activities?

If yes what type of facilities ?



Total	Yes	No	Not applicable	Do not know	No comment	Comments attached to the question
109	79	15	1	13	1	<p>unsure our children are under 5</p> <p>film club</p> <p>youth club</p> <p>If enough adults would participate in organising/running the group with special emphasis on behaviour</p> <p>Social centre & Gym for all sports</p> <p>All weather pitches for football & basketball</p> <p>We have no children at home so do not know enough to comment</p> <p>Both could be on different evening</p>
	72.4%	13.7%	0.9%	11.9%	0.9%	

	<p>It would be useful to canvas the opinions of young people in Simonstone. Like shopping young people have changed with technology and there is ample evidence that "they" prefer to be self-directed than managed by adults</p> <p>Do not know what is available to them. Maybe the info could be displayed on Parish Notice boards</p> <p>Not my age group</p>
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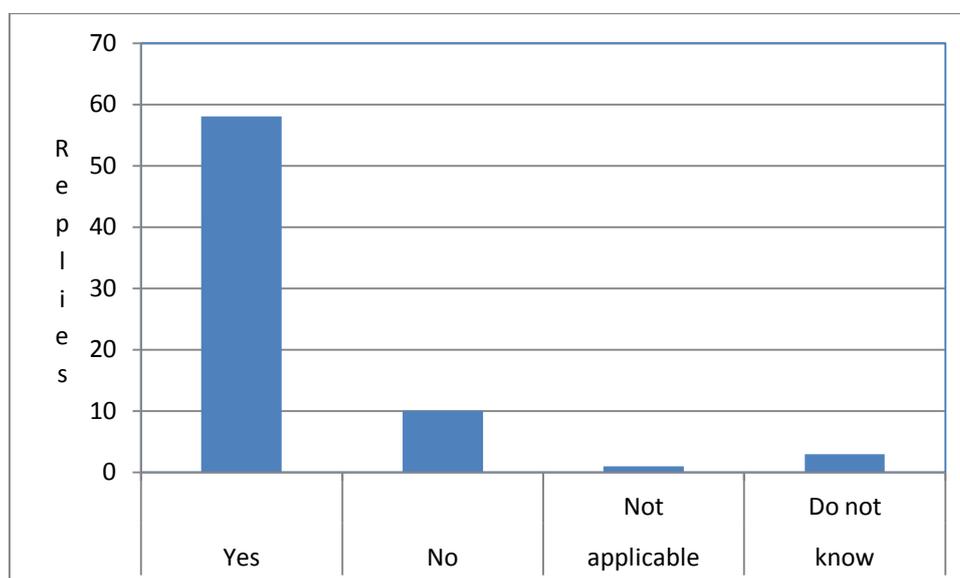
Additional comments made by residents at end of the questionnaire

- Nil

(see questions 15 & 16)

Question 15

Is there a need for a Youth Group in the locality?



Total	Yes	No	Not Applicable	Do not know	Comments attached to the question
72	58	10	1	3	<p>Read Cricket club and Readstone football club provide lots of youth activities, but do not receive enough help from the community</p> <p>There is a youth group at the moment Youth club/younger teenage facility</p>
	80.5%	13.8%	1.3%	4.16%	

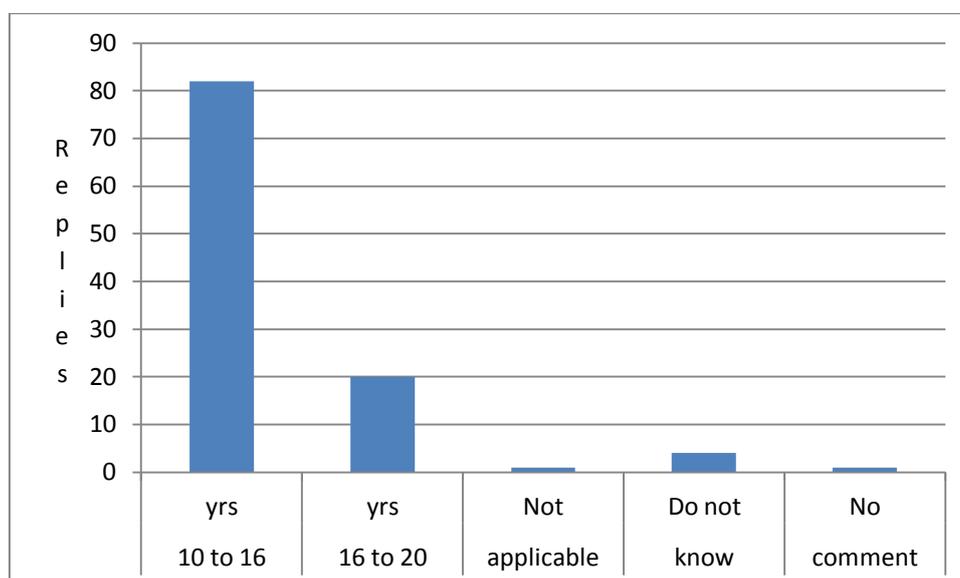
Additional comments made by residents at end of the questionnaire

- May be a youth club for the younger children
- The type of facilities for a Young group would be influenced by the volume and nature of responses in favour of such facilities
- Sheltered meeting place
- Re-“youth” we have excellent sporting facilities in the area (cricket, tennis etc) and with the advent and growth of computer based activities including Face book and Twitter the young communicate with ease. Yes, the youth element is vital and should have its say but the old youth idea is, surely “dated”
- Many people are not aware, of existing facilities are under used
- A youth activity group would be welcomed by the village teenagers – even if it was just a focal point to meet up
- Cannot comment on the School/Youth club as we have no children

- The outdoor activity centre on Trapp Lane appears to be hardly used – maybe Allowing children/teenagers to access it at weekends/school holidays at reduced rates

Question 16

If yes to question 15 then for which age ranges?



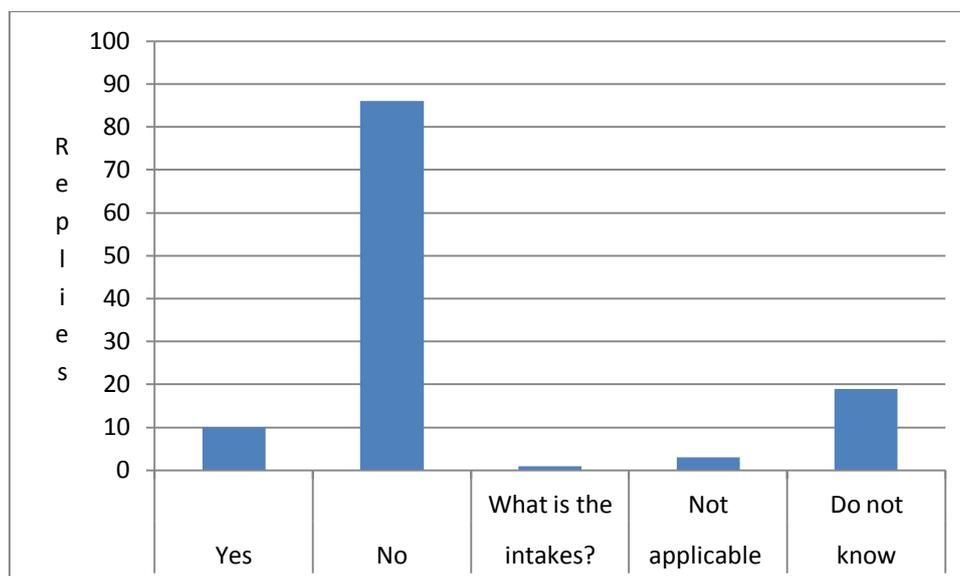
Total	10 to 16	16 to 20	Not Applicable	Do Not know	No comment	Comments attached to the question
108	82	20	1	4	1	Cubs
	75.9%	18.5%	0.9%	3.4%	0.9%	Skate park

Additional comments made by residents at end of the questionnaire

- Maybe a youth club for the younger children
- The type of facilities for a Youth group would be influenced by the volume and nature of responses in favour of such facilities
- Sheltered meeting place
- Re-“youth” we have excellent sporting facilities in the area (cricket, tennis etc) and with the advent and growth of computer based activities including Face book ad Twitter the young communicate with ease. Yes, the youth element is vital and should have its say but the old youth idea is, surely “dated”
- Many people are not aware, of existing facilities are under used
- A youth activity group would be welcomed by the village teenagers – even if it was just a focal point to meet up
- Cannot comment on the School/Youth club as we have no children
- The outdoor activity centre on Trapp Lane appears to be hardly used – maybe Allowing children/teenagers to access it at weekends/school holidays at reduced rates.

Question 17

Is it necessary to enlarge Simonstone Primary School?



Total	Yes	No	What are the intakes?	Not applicable	Do not know	Comments attached to the question
119	10	86	1	3	19	<p>If to benefit local children - not to benefit the school with a bigger intake</p> <p>But only with improved parking arrangements</p> <p>Yes - but would cause further traffic/parking problems</p> <p>Demolish it and build it properly instead of all the extensions</p> <p>If there is a problem with numbers children outside the two villages should not be accepted</p> <p>Access parking impossible not always caused by Simonstone residents</p> <p>School in villages should be for the villages own</p>
	8.4%	72.2%	0.8%	2.5%	15.9%	

						<p>children only</p> <p>Not for the village but they are being out numbered</p> <p>Concerned at the ever increasing spread of the school. Where do all these children come from? There is also the problem of traffic density due to this growth</p> <p>Enlarge it would only draw more people in from outside the village</p> <p>Build car park for Simonstone on land next to school</p> <p>Need pedestrian crossing near Simonstone School</p> <p>Parking dangerous - Parents leaving car on School Lane and Haugh Avenue</p> <p>Definitely NOT! I don't understand why they could possibly need to when it is NOT filled up with village children; anyway many come from areas such as Fence and Great Harwood!</p>
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Additional comments made by residents at end of the questionnaire

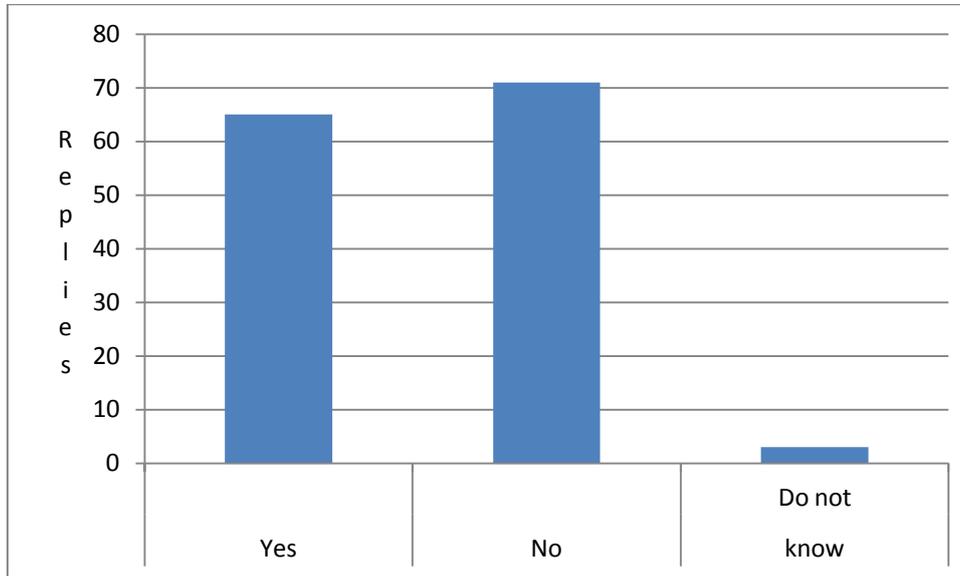
- Re the School in Simonstone. I am a parent with two children at the school. Since the school is currently taking approx. 70% of its pupils from outside of the parish, and there are no children in the parish who have missed a place, I cannot see any need to expand.
- Even if over the next 100 years, an additional 30 family homes were built in the parish, the school would still be able to provide those children with a place. Obviously the children from Padiham etc. would need to go to their local school. This may help with the severe parking issues that occur morning and afternoon on School Lane, where parents from outside the village have to drive to the school to pick up their child.

- Most kids are driven to school from outside the area so enlarging the school should not be necessary
- School run causes much of the traffic density
- Double parking at the bottom of Haugh Avenue by people who live outside the area bringing and collecting their children to/from Simonstone school. If access was needed by an emergency vehicle it is debatable whether they would be able to gain access. There have also been incidents where people's drives have been parked across
- Simonstone School does not need to be made larger. There are sufficient children within both Read and Simonstone to share a village school. Read school has this capacity. This would reduce the congestion in both villages as many of the problems created in the morning and at 3.30 pm are by those bringing and collecting their children to/from school
- Also, parental parking on Straits lane in the pre-9am rush is often dangerous and unmannerly. I'd like to see you holding the school to account
- By not increasing the size of the School and not building further housing this would help to limit the number of cars in the village and more importantly keep the village as a village and not turn it into an extension of Padiham
- School lane – resident's pavement parking – danger for blind/partially sighted, wheelchair/disabled. Children's buggies
- Simonstone lane road safety – it would be good to have road markings similar to School lane to prevent cars being parked too near to drive entrances
- Should not be enlarged unless and until related car usage is reduced
- Any increase in housing/or school would add to traffic issues: we already/still need a by-pass
- Concerned at the ever increasing spread of the school. Where do all these children come from? There is also the problem of traffic density due to this problem
- At the top of Simonstone lane, parked cars are a traffic hazard. The solution is to consider prohibition of parking during peak traffic times
- There is always chaos outside school at school times. Enlargement of the school would increase the problem
- The "School run brigade" who clog up Trapp Lane. Some of the culprit's park half a hour before the children exit the school in order to "secure" a prime parking place near the school. Try walking for a change!
- Build car park for Simonstone on land next to school
- Need pedestrian crossing near Simonstone School
- Parking dangerous – parents leaving cars on School lane and Haugh Avenue – Police issued notices to residents – not parents!!
- CRAZY SYSTEM. Children crossing go to meals from school. Church used – need to extend school and improve safety
- Parking by parents delivering/collecting children to/from Simonstone School cause major hazards to both pedestrians and other road uses – both outside the school and especially on side roads adjoining Whalley road. Requests for double yellow lines have been ignored
- Parking by parents at school (Blocking drives – residents unable to park
- School staffs don't use their own parking facilities
- Businesses being run from school/church facilities without provision of parking
- Cannot comment on the School/Youth club as we have no children

- I live on Haugh Ave and appreciate that people park when taking their children to school which I have no problem with, however, I do object to the double parking at the bottom of the road at this time – often causing an obstruction making it difficult to see onto Whalley road and I doubt that a fire engine would be able to negotiate the inconsiderate parking – I would far rather the cars park outside my house than double park at the bottom
- Simonstone does not need a bigger school – a large number of children come from outside the village – future plans should look at the large school site in Read which has sufficient places for children from both villages – this way funds could be released from Simonstone School
- Parking on School Lane is dangerous because of inconsiderate parents, picking children up in cars, when they live locally – not enough parking at school
- Install double yellow lines near school as Read have done
- Simonstone School should be for villagers only. This would help with traffic problems
- As always, parking on School Lane is a problem at peak times. If the section from Whalley Road to the junction with Clough lane were one way this would help with the main problems are caused by people trying to get along in both directions
- Parents when dropping children off at School should be encouraged to keep period of parking to a minimum. During School hours there should be a 20 mph speed limit in operation on roads adjacent to the school
- Parking/traffic around School Lane – school should be encouraged to increase parking within grounds and field next to school used for dropping off/collecting children
- Double parking by parents, on Haugh Ave causing the road to be blocked

Question 18

Are you happy with the level of Policing in the Village?



Total	Yes	No	Do not know	Comments attached to the question
139	65 46.7%	71 51.0%	3 2.1%	<p>A more visible presence would be better - deterrent</p> <p>We are very lucky to have the present level since government has cut police numbers</p> <p>Did not know we had any</p> <p>Never see only radar traps</p> <p>Who is the village police person?</p> <p>Although visible on foot police on streets/Avenues would be useful</p> <p>No visible police presence in village</p>

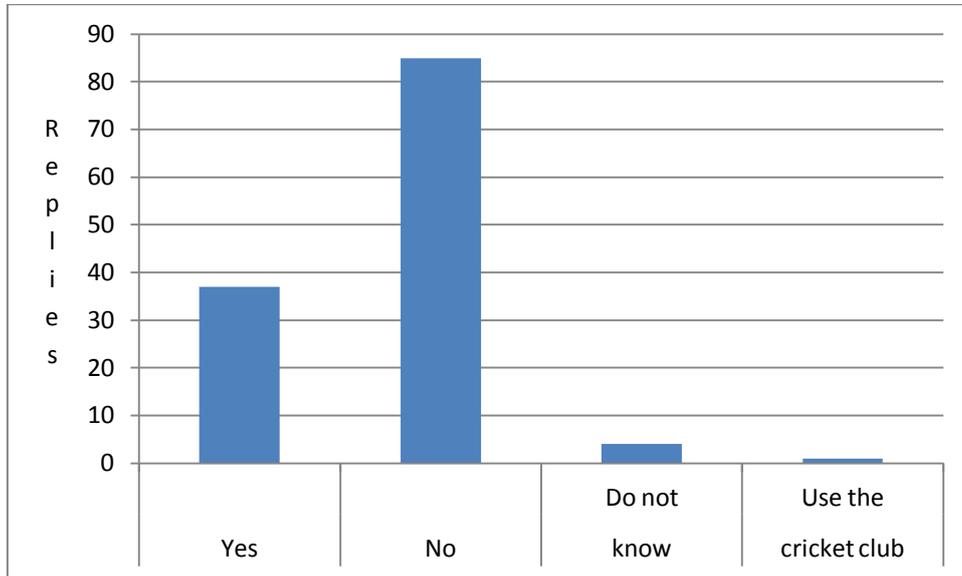
Additional comments made by residents at end of the questionnaire

- Only issue has been a number of house break-ins in recent months on Lawrence Avenue, but understand the police have a higher presence as a result.
- We never see a beat policeman here (Whins lane, very rarely a patrol car, hence no deterrent.
- Police presence down Simonstone Lane to control/check speeding/racing motor cars.

- Regarding recent burglaries an active “home watch” could be useful.
- Parking dangerous – parents leaving cars on School lane and Haugh Avenue – Police issued notices to residents – not parents!!
- We need more police patrolling in the evenings at the top of Fountains Avenue where groups of youths hang around

Question 19

Is there a need for a New Village Hall?



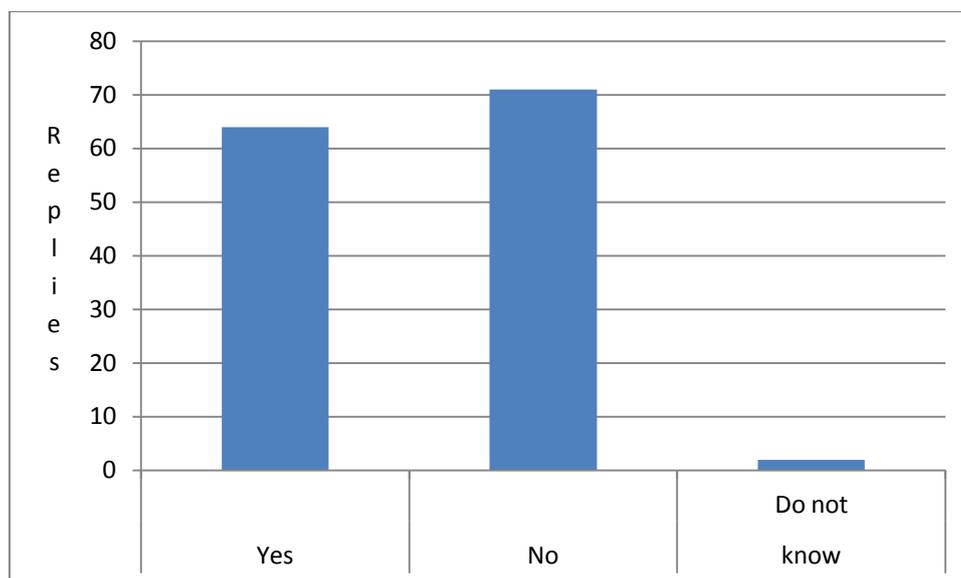
Total	Yes	No	Do not know	Use the Cricket Club	Comments attached to the question
127	37 29.1%	85 66.9%	4 3.1%	1 0.7%	<p>more events to bring the village together - hoe down, fancy dress ball, valentine dances</p> <p>Would be a benefit but? A necessity</p> <p>Yes, but it must be a joint venture between Read & Simonstone. It would require lots of work and helpers, voluntaries etc</p> <p>Suggest using the adventure centre building on Trapp land on a part time basis</p> <p>Possibly but is the present used enough anyway?</p> <p>Many people may not be aware, of existing facilities which are under used:</p> <p>Is there a Village hall?</p>

Additional comments made by residents at end of the questionnaire

- There are already “hall” facilities in Read/Simonstone – a village hall would not be economically sensible as even if bookings met running costs, long-term maintenance would be a burden. Also it would take income away from existing premises
- I would say Yes – but in 1999-2001 we formed a V.H. committee and had a feasibility study done which failed to show support from users groups so the idea was abandoned after hard work and fund raising
- More use should be made of the facilities available in the Read & Simonstone Constitutional Club – i.e. Snooker, Billiards, pool, Darts & Dominoes. Quizzes and live entertainment are on every Saturday night
- Although it is a Private Club, annual membership is only £10 (Elderly citizens £5) new members would be welcome from 18 years of age.
- Private functions & meetings for non-members would be considered signed Chairman
- There are sufficient church halls in Simonstone and Read that could be utilised more.

Question 20

Are footpaths sufficiently maintained in the locality?



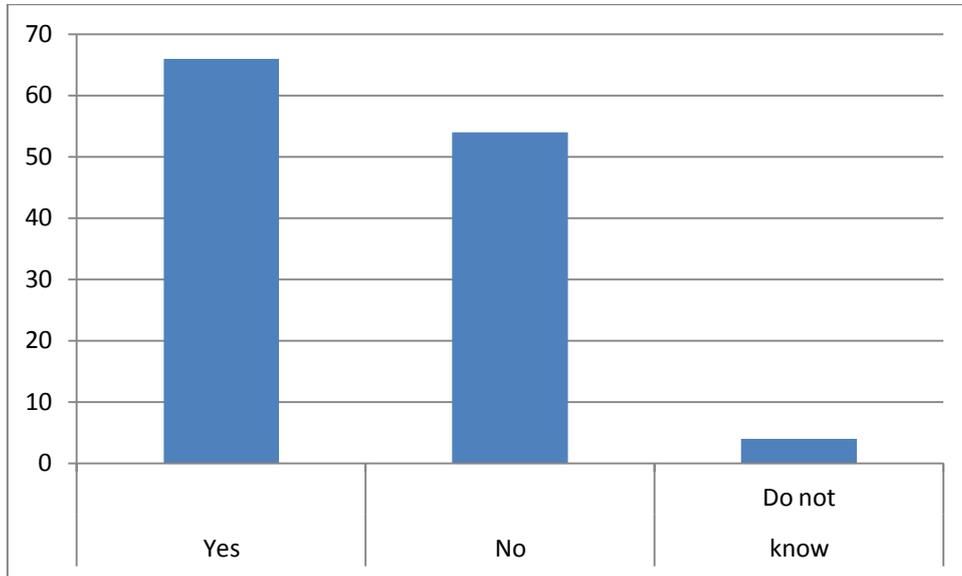
Total	Yes	No	Do not know	Comments attached to the question
137	64 46.7%	71 51.8%	2 1.4%	<p>Majority are</p> <p>Except for dog faeces</p> <p>Does this include pavements</p> <p>Uneven in places and gardens over grown</p> <p>What footpaths?</p> <p>Help can be obtained from Lancashire County, if they are asked, but due to cutbacks the help may be reduced</p> <p>Litter on the path between the garage/shop Whalley road to Straits lane</p> <p>does this include pavements</p> <p>uneven in places and gardens over grown</p> <p>What footpaths</p> <p>Litter on the path between the garage/shop Whalley road to Straits lane</p>

Additional comments made by residents at end of the questionnaire

- Footpath and side roads need pot holes etc mending
- The footpath over Dean Brook Bridge, Blackburn road just below the traffic lights is overgrown and one has to step into a busy road when walking into Padiham of the left hand side. Would be feasible to have it cleared and maybe covered with tarmac
- I would like to see more done about the footpath from Straits Lane to the Stork. Some resident's trees/bushes are so overgrown; it's hard to walk down
- Encourage community responsibility in Simonstone – for example encouraged overgrown/overhanging unsightly trees to be maintained/pruned to make a better environment particularly excessive huge conifer
- I notice the permissive footpath in Whitehill woods has been closed. Can they do this after it has been walked for a long time? What a shame
- The surfaces of pavement and roads are a disgrace – the skimming of pavements and only filling the holes does not work
- Overhanging hedges – problems for blind/partially sighted, wheelchair/disabled. Children's buggies and restricted pedestrian access
- Some landowners have been attempting to close long-established paths – or extinguishing their public use. This trend needs to be fought
- Roads and pavements are in a poor condition
- Needs footpath reinstating in front of Simonstone Hotel (as promised)

Question 21

Is there sufficient provision of litter bins?



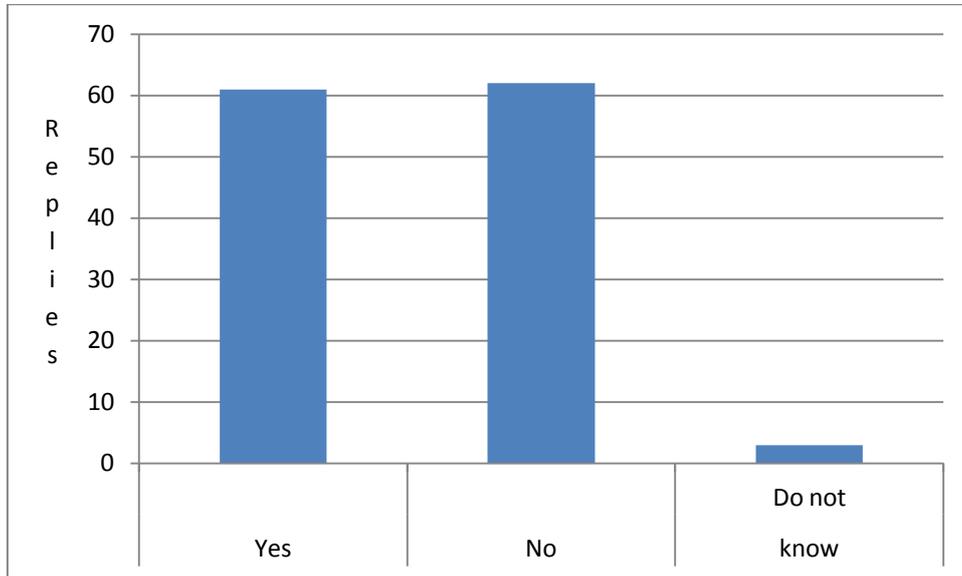
Total	Yes	No	Do not know	Comments attached to the question
124	66	52	4	Just need to educate people to use them
	53.2%	41.9%	3.2%	Folks can always take their litter home

Additional comments made by residents at end of the questionnaire

- Litter is a problem, particularly along Whins lane.
- I would like a litter bin on the car park across from Railway Terrace, Simonstone, near Fort Vale. At times people come and leave litter there and a bin may reduce this unsightly problem
- Find some way of picking up litter at the side roads side's from Simonstone Bank to the lights at Padiham road

Question 22

Is there sufficient provision of dog waste bins?



Total	Yes	No	Do not Know	Comments attached to the question
126	61 48.4%	62 49.2%	3 2.3%	Just need to educate people to use them Especially for the people of Westminster close and the people who exercise their dogs here Have written to RV council The number of dogs in the village seems to be growing Too many dogs Perhaps a couple more would help Needed at crossroads of Trapp + Whins lane

Additional comments made by residents at end of the questionnaire

- Finally, I've witnessed dog walkers place their waste in householders bins. This is unacceptable behaviour. More discreet dog waste bins (Whins Lane) would help
- Police dog walkers to ensure they "poop scoop"
- Need the dog warden to visit more often
- It would be good to have dog bins on Trapp Lane and Whins Lane, around Wickentree Row.
- Dog litter on footpaths

- Please put a dog waste bin in the little lane that runs down back of Simonstone Hall and goes down to Simonstone Lane
- Need a dog/litter bin near to the entrances to the field to the tennis court. There is a constant leaving of litter and “doggy-do” bags near to the gate, Carleton Avenue and Whins lane end
- The dog waste bins soon get full – a bin going into the tennis court field from the estate would be useful.
- There is a problem with dog litter around St Johns School Road*
- There is a need for more dog bins on this route (Whins Lane) which is a popular dog walkers route
- There is need for a dog waste bin at the intersection of
- Clough Lane and School Lane

Additional comments originated by Simonstone’s residents which were not included on the questionnaire

<p>Parish Garden and Flower displays</p>	<p>Flower displays throughout the village sponsored by local business as they do in Blacko</p> <p>The wild flower gardens were SPLENDID! Thanks to all concerned</p> <p>More hanging baskets/tubs/gardens would be appreciated</p> <p>The flowers were lovely at the bottom of Simonstone Lane, any chance of some on the verges at the bottom of Haugh, Lawrence Avenues and along Whalley road</p> <p>Could the Parish garden have a few seats/benches and flowers. It would be a lovely place to sit and meet</p>
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<p>Parish Notice boards</p>	<p>The Parish noticeboard was fine where it used to be, on Fountains Ave, as I used to read it whilst passing, now I never pass it, so don’t read. I can see why it was moved, as all the current councillors live on the opposite side of Whalley Road, so it is more convenient for you, Whereas some of the former councillors lived on this estate</p>
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<p>Parish Council</p>	<p>Thank you for the work you do as a group</p> <p>Thank you for caring about our village and for your time</p> <p>Well done for contacting your local residents</p> <p>Continue with the good work it is appreciated – thanks</p> <p>As far as I can tell, it does a good job</p> <p>Many thanks to the Parish Council for giving up their time for our benefit</p> <p>Reading the newsletter: what a tremendous amount has been achieved – excellent!!!</p> <p>Frequency needs to be quarterly</p> <p>Love the new bench on Trapp Lane – Thank you</p> <p>I am very pleased and impressed that the Simonstone Parish Council and resident members are at last taking a constructive interest in asking for our views on the various problems that have developed over the last years</p> <p>I think it is a good questionnaire you have compiled and hopefully you will get a good response from everybody</p>
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	<p>The object of this exercise – whatever it is – cannot be answered by simply ticking a Yes or No. On some of the questions a person may not have a definite opinion, as is the case with my submission. I have submitted an e-mail on the questionnaire and my opinion is still the same. Also there may be many people who are not too familiar with the subjects raised by the questions</p> <p>Many thanks to all Parish Councillors for your efforts</p> <p>Well done Parish Council! Keep up the good work</p> <p>Only one questionnaire sent per household so this is a joint one although we have different opinions</p>
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Bus Shelter	Can the bus shelter glass be cleaned
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Senior Citizens Party	We have lived in the village since 1995 have never received an invitation to Senior Citizens Christmas meal – now aged over 80 (4 Waverley Close)
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Noise	Stop nuisance from barking dogs that people leave in their garden
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Doggers!	I continue to be irritated by the “doggers” lane men in cars who inhabit the 2 car parks on back lane between Simonstone and Sabden on top of the hill, up to no good! There are there every day – especially <u>late afternoon</u> , and charge between the 2 car parks churning up the verges and creating pot-holes in the road. They make other uses such as families; OAP’s and dog-walkers feel threatened and uncomfortable. Can any more be done to eradicate this problem? I know the local police are aware and are doing what they can. CCTV? Lock up the car parks at dusk?
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Christmas lights	More effort with Xmas lights was a bit paltry this year compared to say Barrowford, Padiham, Whalley even allowing for size we <u>MUCH PREFERRED</u> the <u>OLD</u> Christmas lights, they were gorgeous
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Village Library	Whilst in Read, rather than Simonstone, I believe there are plans to close the village library. I feel this will be a huge loss to the facilities available to local residents
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SPID	The SPID seems to be having a positive effect
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Linesman	Maybe a linesman would be helpful
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Post box	The position of the Post box at the garage is a danger for the elderly facing a raised turn in from the road as cars sweep into the garage
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Cold calling	Can we have a NO cold caller sign at the top of Fountains Avenue please Make Read/Simonstone a “cold calling” free zone
Street lighting	Street lighting between Buckingham Avenue and Woodfields*
G.P. Facility	According to the latest census a very large proportion of the population in Simonstone and to some extent Read is elderly and very elderly. It could be difficult without transport to access a G.P. for some people. Considering that a nearby village, Sabden, has provisions for a GP surgery, would it be possible at least, to raise the issue with Read PC about the feasibility of some G.P. provision here
Amenities	Been here 2 years now and very pleased with the village and it amenities. Have not had anything to complain about A monthly market (farmers) like Whalley’s. Maybe on Stork car park if allowed
Flood areas	It would be good if there were more Clear grates on Simonstone Lane and surrounding areas as flood water and overflows can build up. This would improve life for local residents
Signs	The signs that say Simonstone and other road signs all need a good wash
Pot holes	Simonstone Lane needs pot holes in road filling in
Buses	Smaller buses
Assistance	Better assistance for the elderly
Dustbins	My drive has an obtuse angle to go onto, and you have to go into the middle of the road. The refuse collectors leave the bins in the middle of the drive, you then have to leave the car in the middle of the road, get out and move the bins. Have complained many times (name and address supplied)

6.1. 2 Business Responses

Summary of Responses

The following comments were received from the responding companies. The names of the specific companies associated with each response have been omitted in order to maintain anonymity, however these are available if required.

Question No	Topic	Response
1	Future Plans: Growth of your Business, plans for expansion, employment of more staff.	No expansion in operation or staffing planned. No plans for expansion or more staff Business growing fast and expected to continue. Forecast expansion in operations, operational hours, and staff from 25 to 30 Our Plans are to grow the business on the current site.
2	Transport: Need for alternative method of transport, Cycle paths, bus routes, traffic congestion. Parking	A form of crossing on Whalley Road eg zebra crossing Congestion can be bad on Whalley Road, but is the main route from M65 to Whalley, Clitheroe etc. Pedestrian crossing near Stork/Spar. We don't have transport needs. No comment No transport needs No real problems encountered.
3	Telecommunication: Speed of broadband.	Upgrade of broadband speed Only use mobile services. Mobile network coverage needs improvement. Satisfactory Don't use broadband No problems with broadband No real problems
4	Crime: Police presence	Uniform, marked vehicle, greater presence at later times

		<p>We have had some issues but Police have been helpful.</p> <p>Needs more police presence after dark.</p> <p>The village needs a fulltime dedicated Police officer.</p> <p>Crime problems tend to be worse in winter when days are darker and shorter. Police response variable, sometimes immediate and sometimes takes 2 days to follow up.</p> <p>Can't comment</p> <p>Police presence can always be improved</p>
5	Employment needs	<p>No problems with recruitment</p> <p>N/A</p>
6	Environmental: Litter, flooding, reducing waste and promoting recycling.	<p>Village is well cared for.</p> <p>Could do with Recycling Centre like Tesco or other big supermarkets have.</p> <p>Why do businesses not receive recycling bins?</p> <p>Need a local company to deal with glass recycling.</p> <p>Closure of Padiham Recycling has caused great inconvenience.</p> <p>No real problems</p>
7	Renewable energy.	<p>Solar panels to be installed.</p> <p>No wind farms</p> <p>No comment</p> <p>Would not oppose any wind farms or hydro electric power stations. Maybe could look at a windmill or solar powered energy.</p> <p>N/A</p>
8	Planning.	<p>Business rates are very high and put pressure on cash flow and business.</p> <p>Would like to see Workhouse Farm sold and given a new lease of life. Maybe make it into nice looking affordable housing for local families.</p> <p>Support local businesses</p>

		N/A
9	How can Simonstone Parish Council help your business ?	Great place to work and have a business. The PC has not been any help up to now, in fact quite the opposite.
10	Any other suggestions or issues, would you wish to advise	A yellow painted box at the site of the petrol station would allow traffic to enter/exit site better. Speed of traffic through Simonstone is far too fast. Let us know how we can help further eg village fairs, fetes etc

Facts & Figures

Action Plan

Action Plan

Issue	Relevant Agencies	Timescale	Action	Outcome
Housing	RVBC Planning Authority	2013/14	<p>1. To retain the current 'village' appearance, and to improve the availability of housing capable of meeting local needs. The responses regarding housing requirements and preferences will be provided to the District Planning Authority with a request that this information is included in the next update of the District Plan. Particularly:</p> <ul style="list-style-type: none"> • there is no desire for any large scale housing development. • given the response and the age profile of the Simonstone population there is evidential demand for sheltered housing • the introduction and transfer to sheltered housing will subsequently make available some of the existing larger properties 	<p>Influence the 'District Plan'</p> <p>Monitor planning applications</p>
Housing	Appropriate Housing Association	When the opportunity arises	<p>2. To retain the current 'village' appearance, and to improve the availability of housing capable of meeting local needs. If and when an appropriate property or location becomes available, and the District Planning Authority has made no intention to develop sheltered housing within Simonstone, then an appropriate housing association will be requested to propose the development of sheltered housing at that property or location.</p>	<p>Direct action to develop sheltered housing.</p>

Pedestrians & Cyclists	LCC Environment Directorate (Highways Department)	Ongoing	3. To improve road safety and healthy lifestyles for parish pedestrians. Continue current dialogue with LCC Highways Authority regarding the pressing need for a pedestrian crossing and/or traffic management system at the junction of Fountains Avenue and Whalley Road, and for a pedestrian crossing at the junction of Simonstone Lane and Whalley Road.	
Pedestrians & Cyclists	LCC Environment Directorate and Parish Councils of Simonstone, Read, Padiham, & Gt Harwood		4. To improve healthy lifestyles and reduce road traffic. To work with other interested parish councils to achieve the reopening of the footpath that follows the disused railway track along the 800 metre length between Dunkirk Farm Lane and the Martholme viaduct, and to have the complete footpath from Great Harwood to Padiham Greenway included in the definitive map.	
Pedestrians & Cyclists	LCC Environment Directorate and Parish Councils of Simonstone, Read, Padiham, & Gt Harwood		5. To improve healthy lifestyles and reduce road traffic. The Parish Council is in support of the LCC planning application for the extension of the Padiham Greenway along Blackburn Road and Barrowford Road in order to provide access between the Greenway and Time Technology Park.	

Traffic & Transport	LCC Transport Planning Group		6. To reduce road traffic through the centres of Read and Simonstone, and thereby improve safety and lifestyles, and the efficiency of a major route into and out of Ribble Valley. To seek out and pursue possible avenues for the development of the 'shelved' bypass road. In particular to strive for inclusion of the development in the LCC Local Transport Plan on the basis that the A671 is one of only two main routes into/out of the Ribble Valley.	
Traffic & Transport	LCC Environment Directorate (Highways Department)		7. To improve road safety. Continue current dialogue with the LCC Highways Authority for a solution to the bottlenecks at the junctions of School Lane and Clough Lane with Whalley Road.	
Traffic & Transport	LCC Environment Directorate (Highways Department)		8. To improve road safety. Continue current dialogue with the LCC Highways Authority and the Police for: a) a reduction of the speed limits in force along Trapp Lane and Whins Lane b) a suitable 'traffic management' system for the Whins Lane and Trapp Lane junction. c) retention of police speed checks on Whalley Road and Simonstone Lane. The parish council will maintain the deployment of SPID's.	
Traffic & Transport	LCC Environment Directorate (Highways Department) And School Governing Body		9. To improve road safety and the quality of life and well-being of residents. Continue current dialogue with the LCC Highways Authority and with the school's governing body for resolutions to the issues concerning traffic and parking on School Lane and local avenues.	

<p>Amenities & Facilities: Grit bins, litter bins, and dog waste bins</p>	<p>LCC Environment Directorate (Highways Department) and Ribble Valley Borough Council</p>		<p>10. To improve road safety, health, and the general appearance of the parish.</p> <p>Each specific requirement for the above facilities will be considered annually by the Parish Council. Where there is a demonstrable need the requirement will be brought to the attention of the relevant authority. In those instances where the authority refuses to provide the required facility the Parish Council may consider funding its provision and maintenance from the Parish Precept.</p>	
<p>Amenities & Facilities: Renewable Energy (including Wind Turbines)</p>	<p>Ribble Valley Borough Council Planning Dept</p>		<p>11. To retain the general appearance of the parish, whilst supporting local businesses.</p> <p>Planning applications for the installation of wind turbines within the Simonstone parish boundary will not be supported by the Parish Council unless there are specific local needs and/or considerations. The Parish Council will give special consideration in those cases where renewable energy sources are required to reduce direct business costs or pollution.</p>	
<p>Amenities & Facilities: Shops</p>	<p>Village Store (Spar shop)</p>		<p>12. To ensure the sustainability of the local retail outlet and reduce the need for residents to travel beyond the village.</p> <p>The products identified as not being currently available, but being desirable, from the village store will be brought to the attention of the store owner/manager.</p>	

Amenities & Facilities: Youth Facilities	Youth Council		13. To pursue the needs and provision of facilities for the youth of the parishes of Simonstone and Read. The parish council will work in cooperation with our colleagues of Read Parish Council in order to support the pursuit of realistic and viable projects as proposed by the Read & Simonstone local Youth Council. Of current consideration are a) all-weather sports area b) skate park	
Amenities & Facilities: Village Hall			No action planned.	

Services: Telecommunications	LCC & BT		14. To improve the broadband services available to the residents and businesses of the parish. BT's current rollout programme of 'high speed broadband' services for Ribble Valley will be monitored, and if required the needs of Simonstone will be pursued with LCC's Programme Manager and/or BT.	
Services: Public Transport	Local Bus Companies, LCC, & School Governing Body		15. To reduce local traffic volumes, and pollution levels. To develop greater usage of appropriate public transport by the school's pupils.	
Services: Police	Police Crime Commissioner		16. To reduce local crime by improving the visibility and involvement of police. The specific comments provided on police matters will be forwarded to the Police Crime Commissioner for his/her attention.	

Environmental	Ribble Valley Borough Council		17. To improve local recycling facilities for village businesses. The needs for local recycling facilities (bins?) at the village retail outlets will be brought to the attention of the District Authority.	
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School	School Governing Body And LCC Education Authority		<p>18. To ensure that the school meets the needs of the local community.</p> <p>Whilst the Parish Council is unable to dictate on intake policy, all efforts will be made to encourage the school to take local children first, and will communicate to the school and the appropriate authorities the wishes of the residents to limit the numbers of children attending the school.</p>	
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Parish Garden and Flower Displays	Grant Funding bodies		<p>19. To improve the visual amenity of the parish. Within the constraints of the parish precept and any other overriding constraints the parish council will consider specific requests for the development of the parish garden and the provision of flower displays at preferred locations within the parish.</p>	
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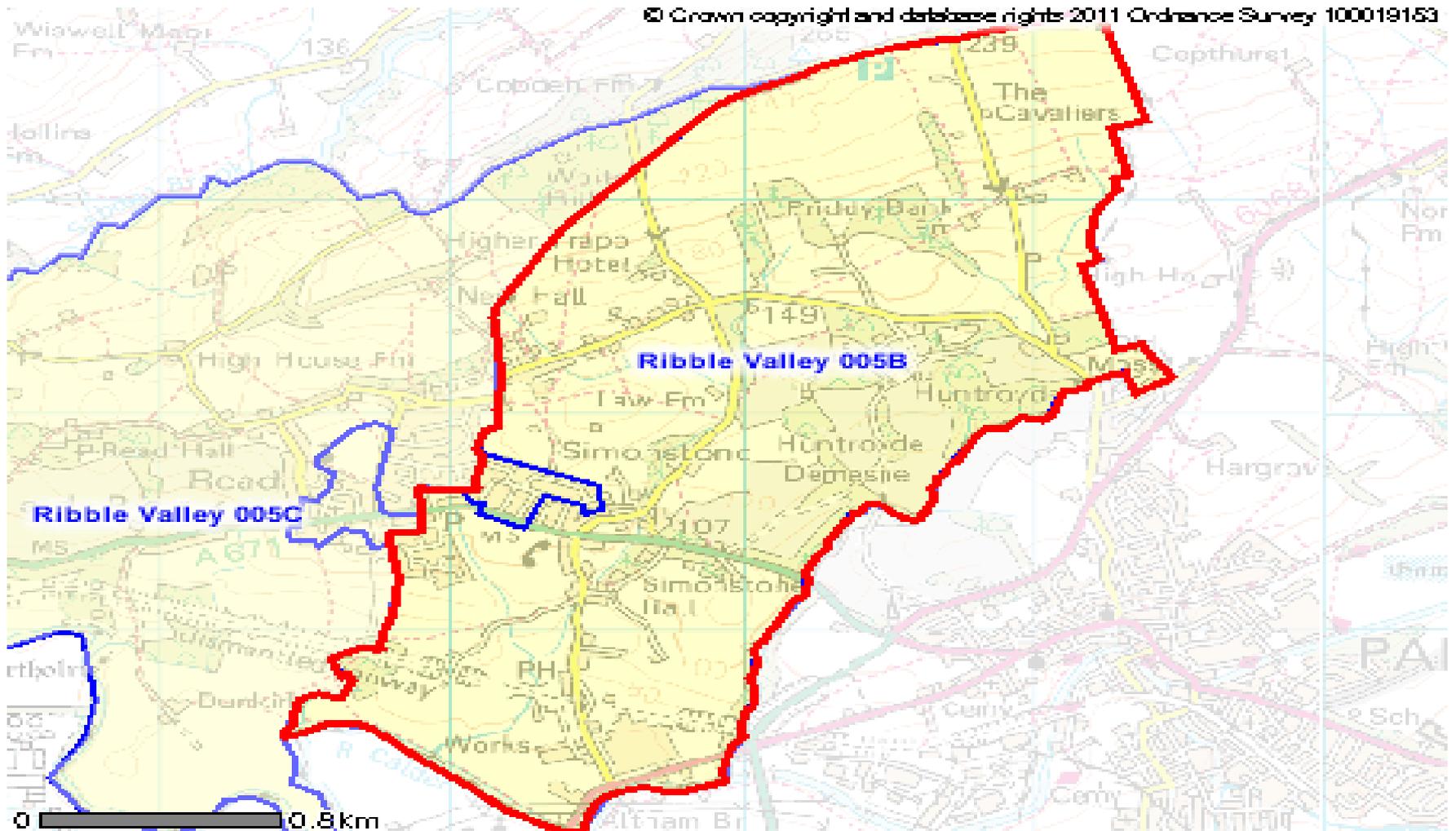
Simonstone Parish

Some Facts & Figures

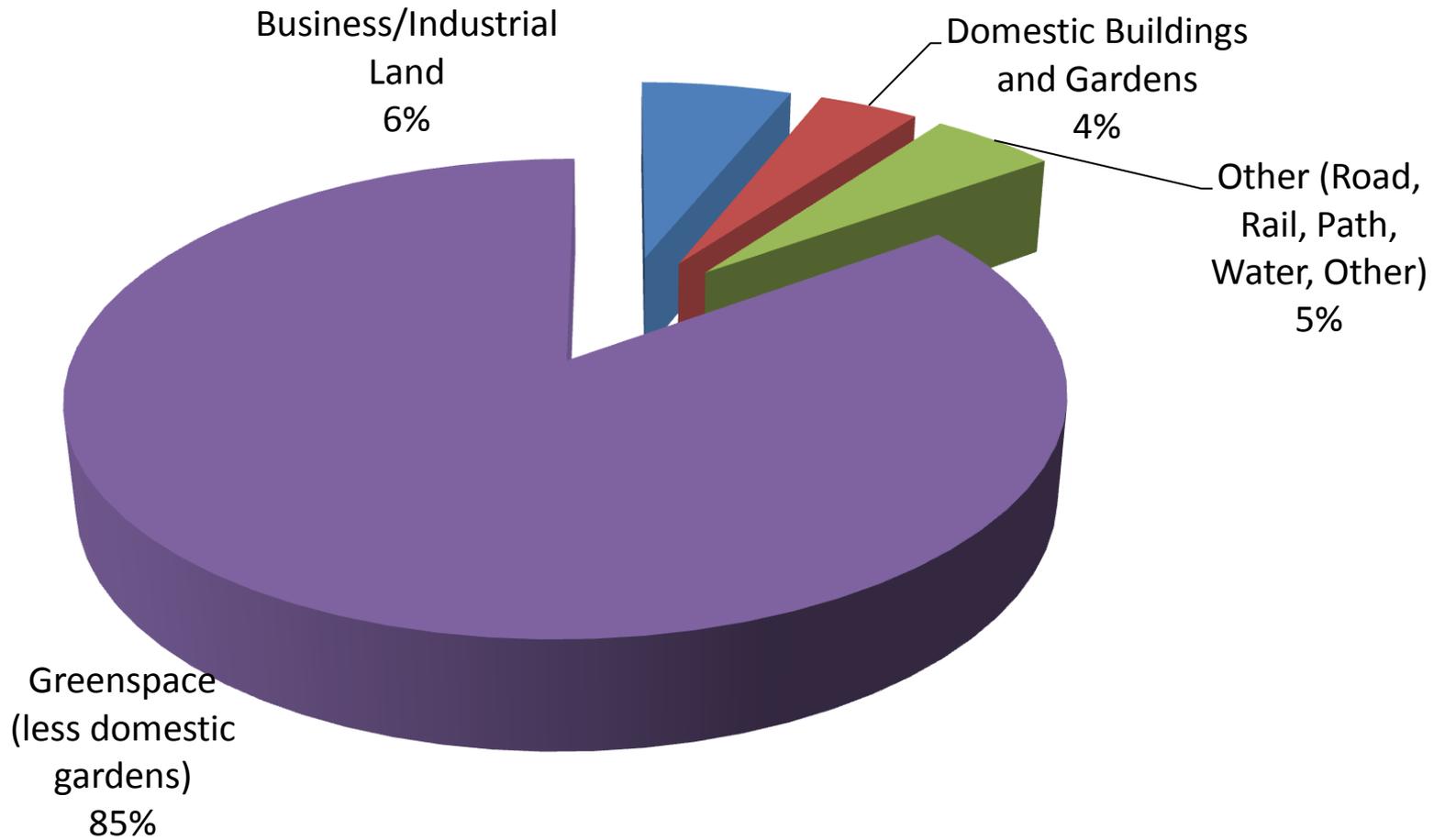
The following facts & figures are based on the 2001 Census, with updated data where available.

It should be noted that absolute accuracy of the data is not claimed, and that local knowledge has been included where considered to be beneficial.

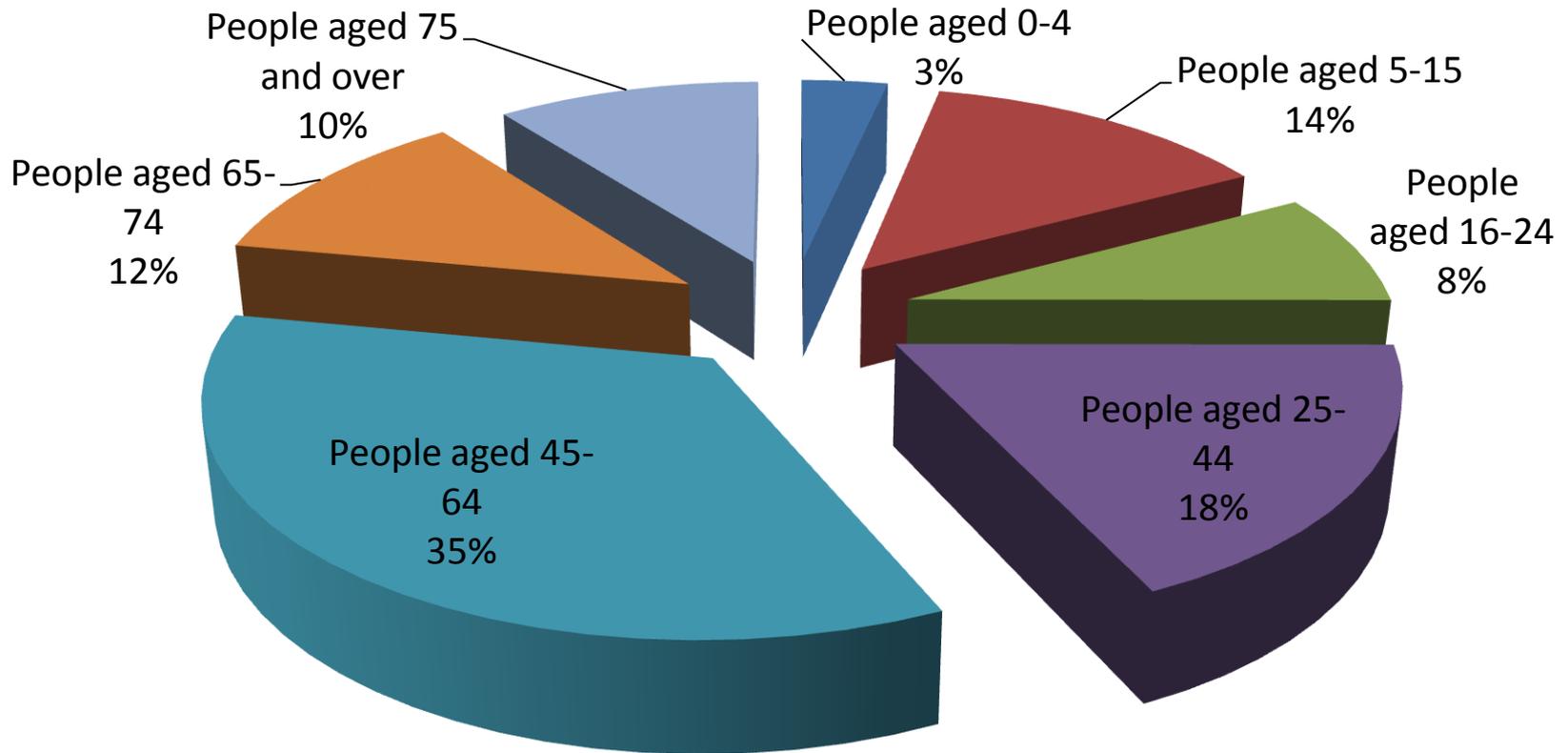
Parish Boundaries



Land Usage



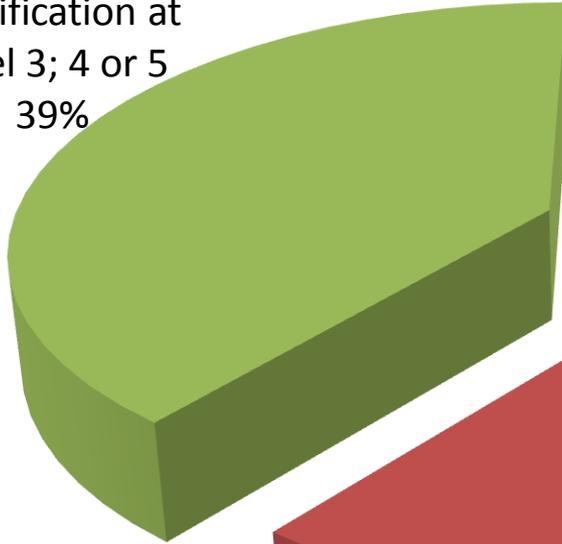
Residents (by age group)



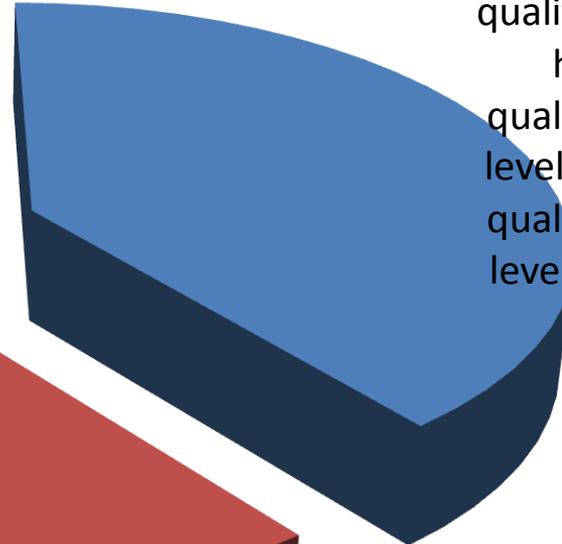
Population headcount is 1154: this has remained fairly static over the last 10 years.

Educational Qualifications

All people aged 16 to 74: Highest qualification at level 3; 4 or 5
39%



All people aged 16 to 74: No qualifications or highest qualification at level 1 or other qualifications / level unknown
40%



All people aged 16 to 74: Highest qualification at level 2
21%



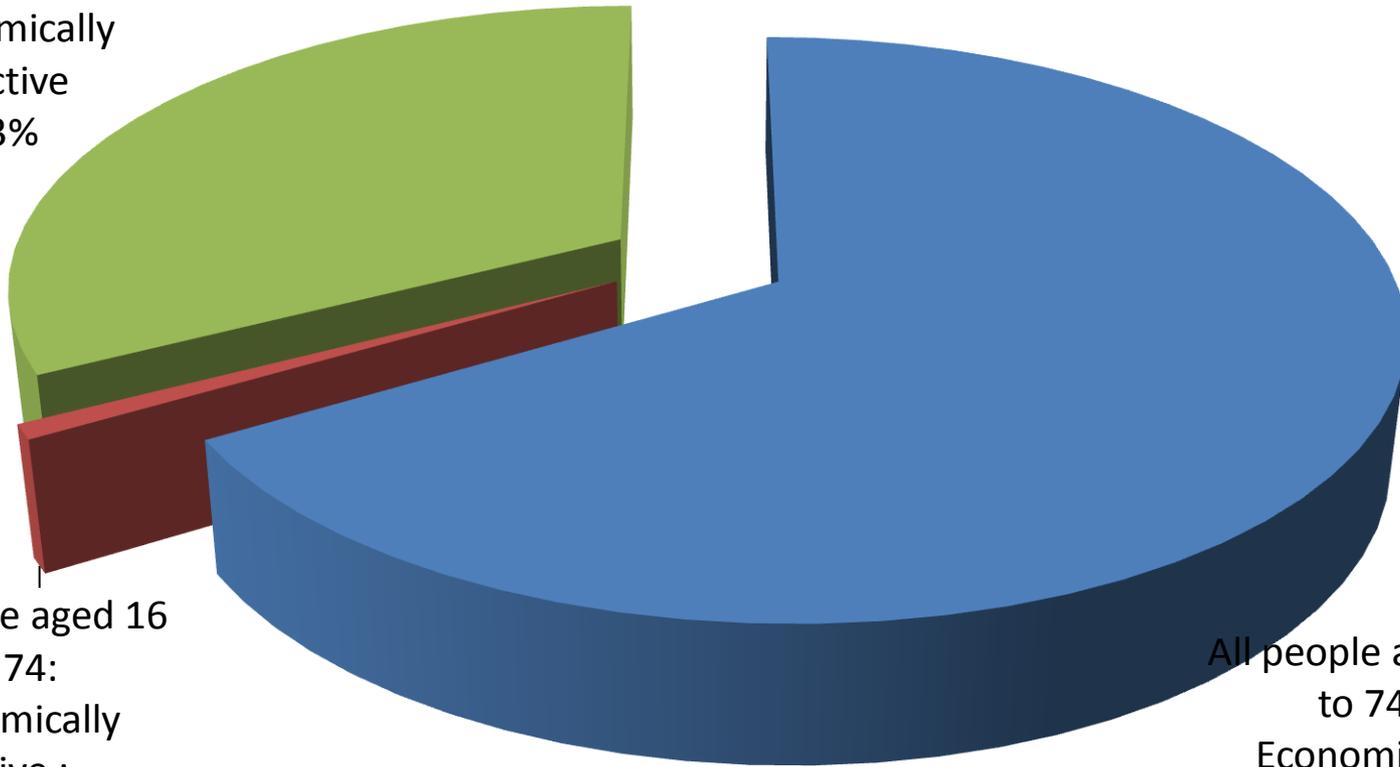
Level 1: 1 x GCSE/CSE pass or equivalent
Level 2: 5 x GCSE grades A to C or equivalent
Level 3,4,5: 'A' levels and above

Employment

All people aged 16
to 74:
Economically
inactive
33%

All people aged 16
to 74:
Economically
active :
Unemployed
1%

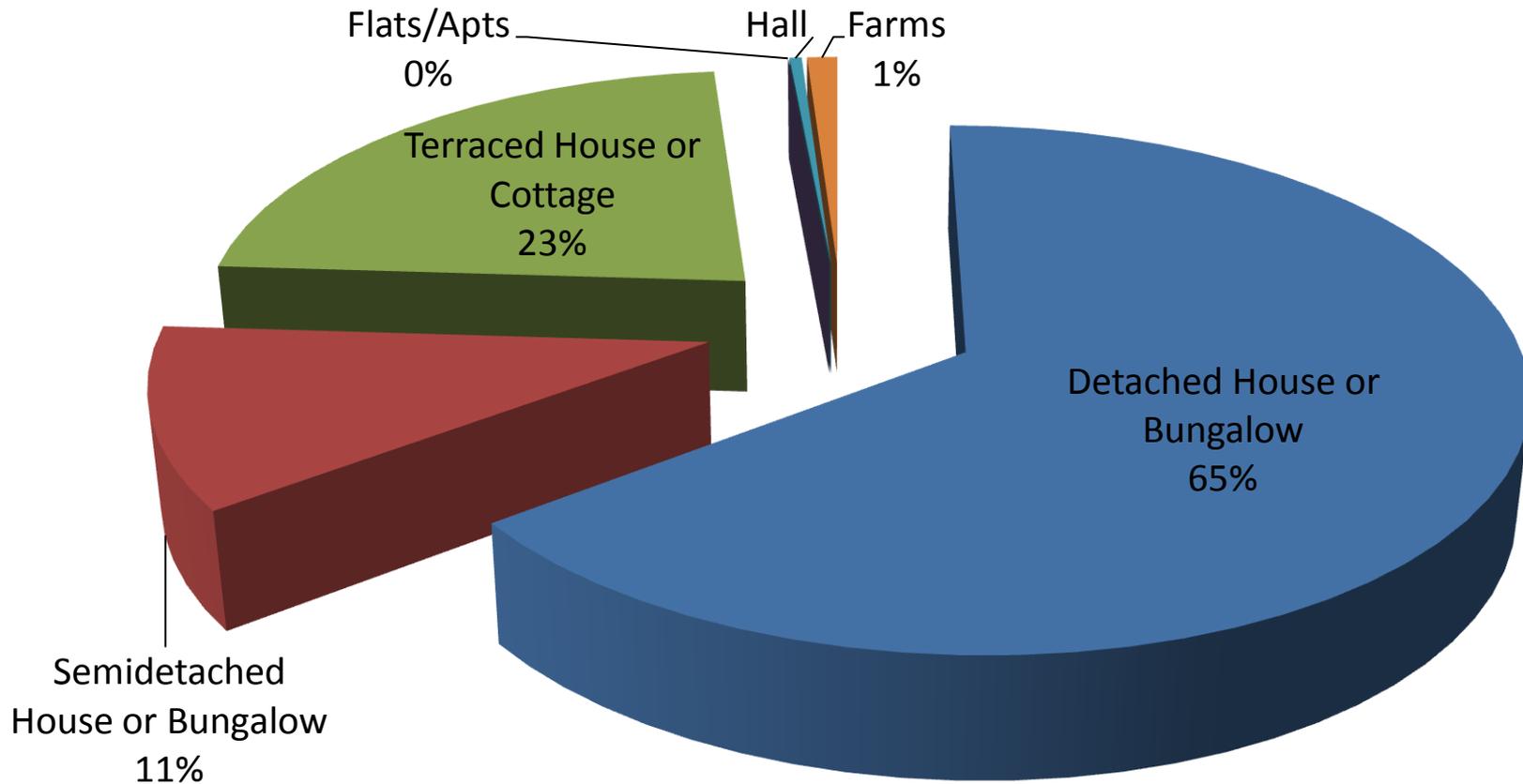
All people aged 16
to 74:
Economically
active : Employed
66%



Health & Welfare

	% of Population
Females of Retiring Age	13%
Males of Retiring Age	9%
All people whose health was good	70%
Households with one or more persons with limiting long-term illness	12%
All people providing unpaid care	15%
	% of Households
All pensioner households	26%
One person household - Pensioner	13%
One person household - Other	8%

Households (by type)

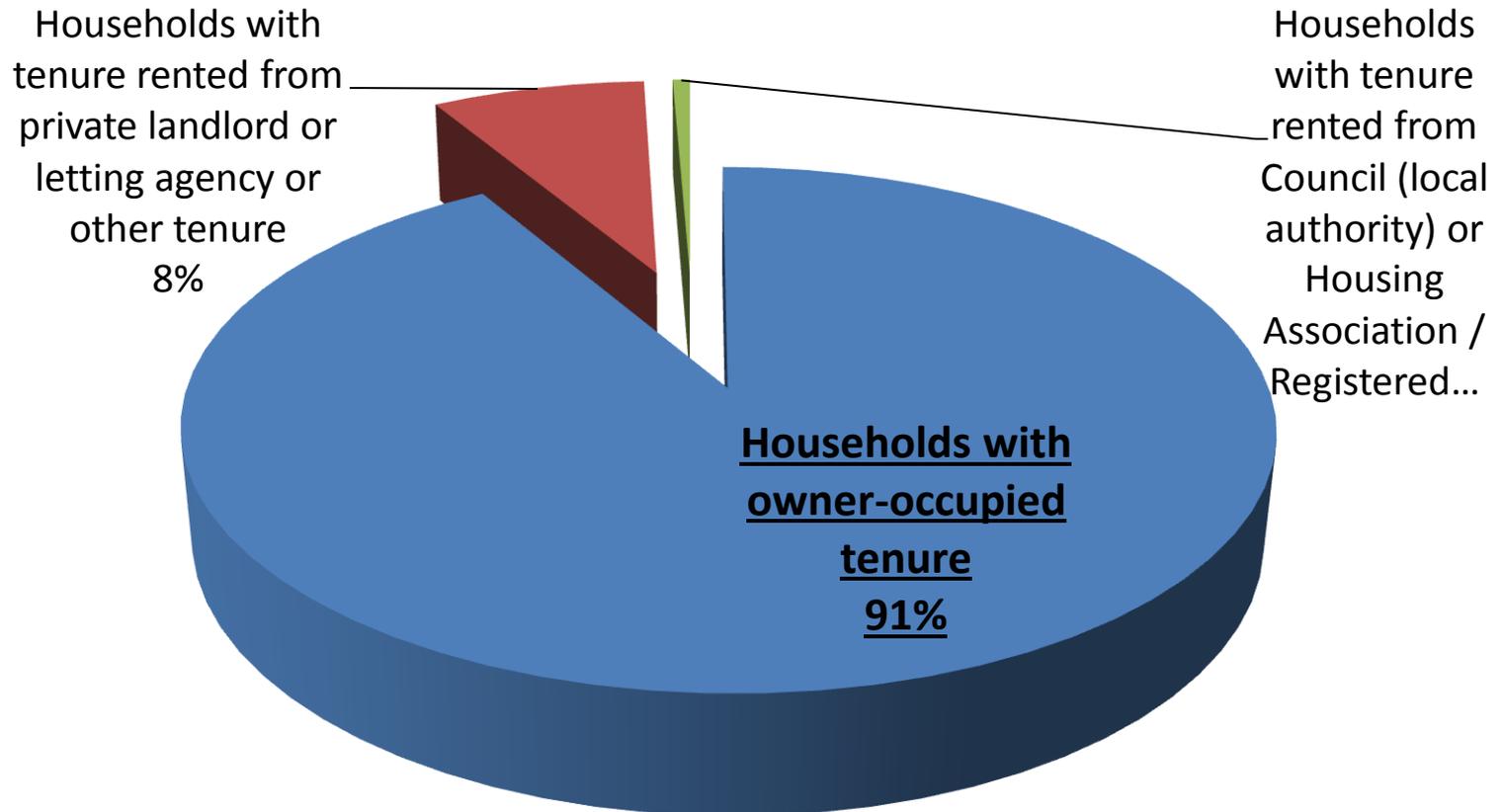


No of households = 479

Ave number of rooms per household = 6.4

Ave household size = 2.4

Housing Tenure



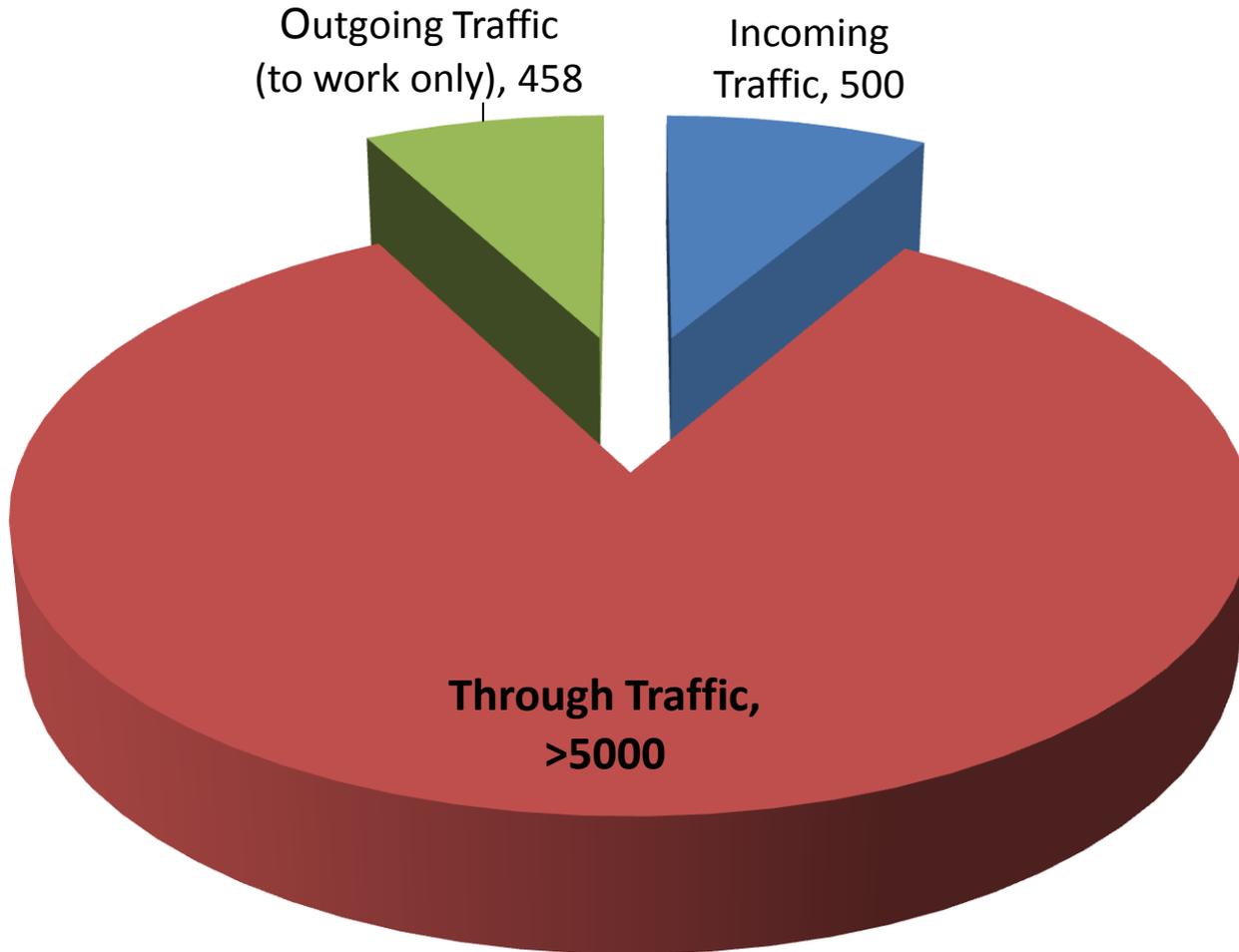
Business Premises

- **Retail**
 - Garden Centre
 - Public House
 - General Store/Post Office
- **Services**
 - Seaways Services
 - Tree Services
 - Garage
 - Hotel
- **Leisure**
 - Activity Centre
- **Public Service**
 - Dept of Work & Pensions
- **M'facturing/Eng'ring**
 - Fort Vale
 - Trapp Forge
 - Trapp Wood Yard
- **Mixed Businesses**
 - Time Technology Park
- **Farming**
 - 4 x Working Farms

Local Amenities & Services

- **Transport**
 - Bus Services Yes
- **Environment**
 - Dustbins Yes
 - Tree Cutting Yes
 - Grass Cutting Yes
 - Gritting Yes
 - Litter Bins Yes
 - Dog Bins Yes
 - Street Lights Yes
- **Education**
 - PreSchool/Nursery No
 - Primary School Yes
- **Health**
 - GP No
 - Pharmacy No
 - Dentist No
- **Community Facilities**
 - Care Homes
 - Sheltered Housing
 - Facilities for Disabled No
 - Village Hall No
 - Public Car Park No
 - Sports Facilities No
 - Children’s Play Area No
 - Youth Club No
- **Convenience Services**
 - Grocery/General Store No
 - Garage
 - Post Office Yes
 - Broadband Yes
 - Mobile Phone Yes
- **Crime Prevention**
 - Police/PCSO Yes
 - Neighbourhood Watch Yes

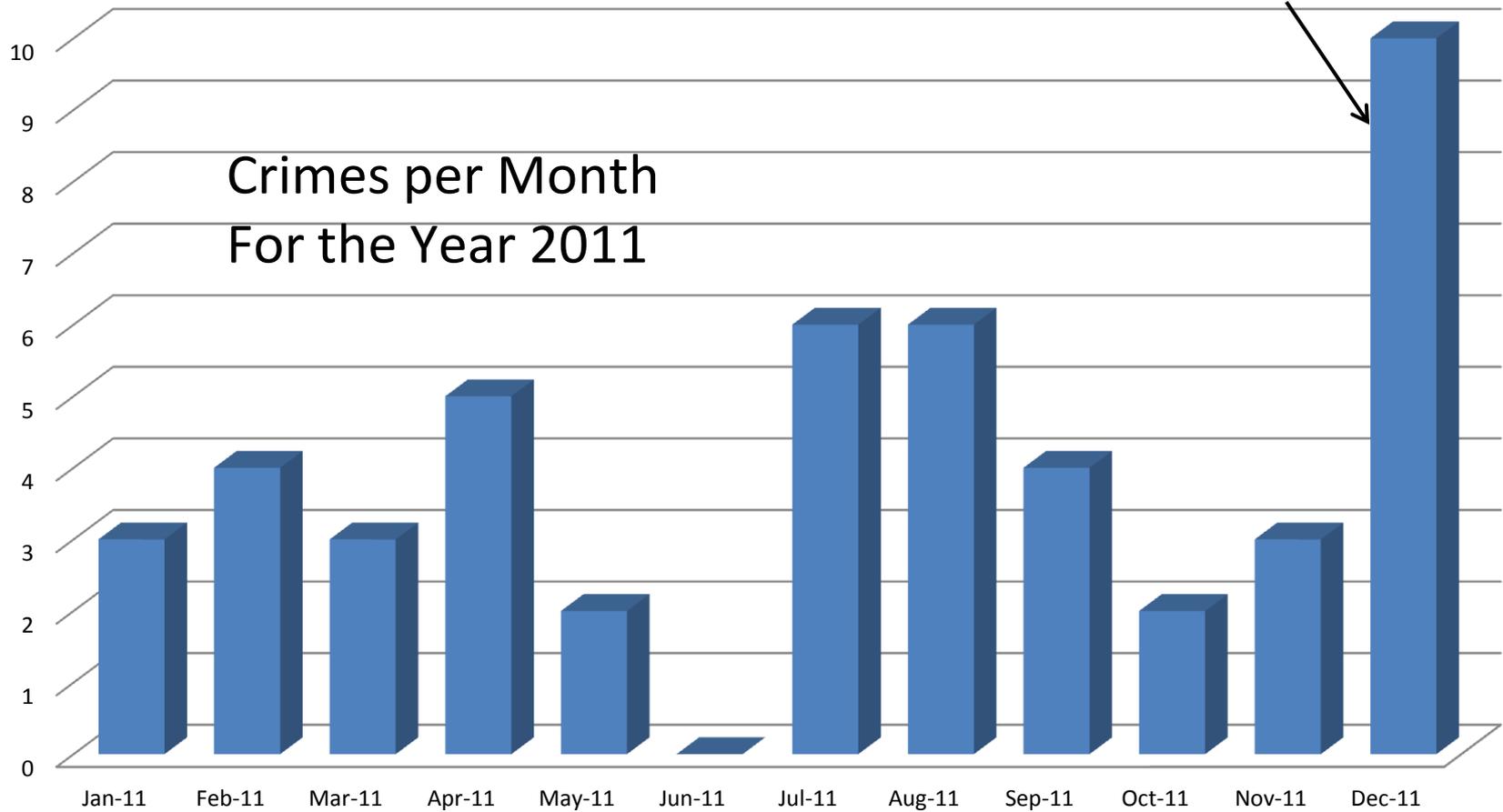
Traffic



Approx No of Vehicles per Working Day

Crime

Predominantly burglary & antisocial behaviour



Crimes by Type

Year 2011

