

**Great & Little Kimble cum Marsh Parish
Neighbourhood Plan Survey Analysis
October 2017**

Publication Report

Contents

Introduction	4
Summary of findings for questions 1 - 7	5
Summary of findings for questions 8 – 11	5
Additional comments made separately	8
Mapping of returns by postcode	8
Final comments	8
Appendix A Summary results - Graphs & tables	9
Appendix B – Comments from respondents – questions 1 – 7	18
Location - general comments	18
Suggestions for specific locations	18
Question. 7 - Size of increase	19
Question 7 - Infrastructure	19
Question 7 - Keep it rural/Urbanisation	19
Question 7 - Other comments on the number of new houses	20
Appendix C – Comments from respondents – questions 8 - 11	21
Question. 8 - Countryside/environment	21
Question 8 - Community spirit	21
Question 8. - Housing mix/density	22
Question 8 - Miscellaneous comments	22
Question 9. - Badly maintained roads etc	23
Question 9. - Traffic/speeding/noise	23
Question 9 - Lack of facilities	24
Question 9 - Lack of public transport	24
Question 9 - Footpaths/cycle paths	24
Question 9 - Parking	25
Question 9. - Lack of a centre	25
Question 9 - Miscellaneous comments	25
Question 10 - Traffic management	26
Question 10 - Walkways/cycle paths	26
Question 10 - School	26
Question 10 - Amenities	27
Question 10 - Housing	27
Question 10 - Transport links	28
Question 10 - Miscellaneous comments	28
Question 11 - Road safety	28

Question 11 - Preservation of specific spaces	30
Question 11 - Preservation of specific views	30
Question 11 - Footpaths, cycle paths and bridleways	32
Question 11 – Miscellaneous comments.....	32
Appendix D Further comments and questions	33

Introduction

This document gives an initial analysis of the 116 returned questionnaires from those that had been sent out with the October Parish Newsletter. An initial analysis of key results by postcode has also been undertaken and this will be published separately.

Due to the way the questionnaire was set up and the open nature of the questions asked, the sub-team that had been set up to analyse the returns agreed that questions 1 – 7 would be weighted before analysis to give each respondent an equal say in the results (so, for example, if 3 boxes were ticked for a question each would be given a value of one third).

However, questions 8 - 11 could not be either weighted or prioritised. Indeed, in these later questions respondents often included more than one point in each of the three “things” they listed and the decision was taken to allow each point to be counted. This allowed respondents the opportunity to feed back to the parish council all the things that were important to them. Where respondents took the time to give detailed comments, the decision was to list them separately. In some cases, it was decided it was not worth having a separate category in the analysis, but by listing the comment no information was lost. It was thought important to capture all specific comments for the benefit of the Parish Council, regardless of relevance to the Neighbourhood Plan.

Finally, there were a very small number of properties where two returns were received – since there was nothing on the questionnaire to say otherwise, the sub-team decided this was allowed, as occupants of a particular household may hold differing views. There were also half a dozen returns from postcodes listed as “land” rather than property. Given there are 468 dwellings in the parish and allowing for a handful of “duplicates” and 5 returns specified as “land”, the questionnaire was returned by approximately **23% of households**. (472 newsletters enclosing the questionnaire were delivered towards the end of September, which would indicate they were well distributed throughout the parish).

Summary of findings for questions 1 - 7

Please see **Appendix A** for graphs and figures.

Q. 1	Size of developments Nearly 76% of respondents thought the housing should be built in small clusters; fewer than 8% thought they should be in one main location.
Q. 2	Timescale for building More than half the respondents thought the housing should be built over 20 years and, cumulatively, 81% thought they should be over 10 years or more. Fewer than 2% thought they should be built all at once.
Q. 3	Location of housing Nearly 64% thought the housing should be built in several locations and a further 10% thought they should be built in locations not listed in the questionnaire. For the specific locations mentioned in the questionnaire only between 3% and 7% of respondents prioritised them. (Note: the low figure for specific locations may be because the areas listed were relatively large and non-specific).
Q. 4	Mix of housing Over half of respondents wanted mixed housing with some starter homes. Cumulatively, nearly 85% thought the housing should be 'mixed housing with some starter homes', 'include a preference for village families' or be 'family homes'.
Q. 5	Design of housing Nearly 76% agreed that the housing should be designed in keeping with nearby housing, only 4% disagreed.
Q. 6	Density/nature of developments 84 % of respondents thought the housing should be in clusters or low density, the split between them being almost equal. Only 1% thought it should be high density.
Q. 7	Quantity of new housing The respondents were fairly equally divided over whether 160 additional houses over 20 years was about right (49%) or too many (48%). Less than 2% thought it was too few.

The detailed list of comments for questions 1 – 7 can be found in **Appendix B**, and has been sorted into the following categories:

- General comments on location (Q. 3 etc)
- Suggestions for specific locations (Q. 7)
- Comments on size of increase in housing numbers (Q. 7)
- Comments on infrastructure (Q. 7)
- Comments on keeping the area rural/urbanisation (Q. 7)
- Other comments on the number of new houses (Q. 7)

Summary of findings for questions 8 – 11

Due to the high number of categories, it is more difficult to summarise all the information – see the graphs for more detail. Also, because some respondents may have just listed one like/dislike etc

rather than three and others may have listed four or five, it is impossible to draw accurate quantitative conclusions. Instead, the results give a broad indication of the views of respondents, and the separate list of their comments gives more details on this. It should also be noted that some respondents mentioned one thing in one question but not in another, (for example, lack of footpaths and cycle paths in question 9 and improvements to walkways/cycle paths in question 10; or no shop in question 9 and a shop in question 10) so the results do not give a full picture.

See **Appendix A** for graphs and figures.

Q. 8	<p>Things respondents like about the parish</p> <p>Nearly 78% of respondents said the countryside was one of the most liked things about the parish, some also specifying wildlife. Over half liked the views and 47% liked the peace and quiet. 42% listed community spirit, 31% the environment, 27% the footpaths and 16% the commuter links. Other categories scored less than 7%.</p> <p>It would therefore seem clear that many residents like the parish for its countryside, peacefulness, environment and footpaths, along with a good community spirit and commuter links.</p>
Q. 9	<p>Things respondents don't like about the parish</p> <p>Top of the list for what respondents did not like about the parish was the badly maintained roads (45%), followed closely by traffic (43%) and no shop etc (41%). Between 18% and 22% mentioned the noise, the speed of traffic, the lack of facilities and the limited public transport. Between 10% and 13% were concerned by the lack of pavements/cycle paths, the badly maintained kerbside/pedestrian footpaths and the lack of parking by the school.</p> <p>It would therefore seem clear that the state of our local roads and the noise, speed and amount of traffic on them are the main concerns of residents, along with parking at the school. Many would also like to see a shop etc and 25% were concerned by the lack of pavements/cycle paths or the state of them.</p>
Q. 10	<p>Improvement respondents would like to see alongside development</p> <p>Top of the list for the main improvements respondents wanted was traffic management (36%) followed by walkways/cycle paths (32%), increase in school places (28%), more amenities (27%, with a further 14% specifically mentioning a village shop/PO), the provision of low cost housing (27%) and improved transport links (24%). 12% wanted to see more young people in the parish and 10% wanted improved roads. Other categories scored 6% or less.</p> <p>These results are less easy to group to give a summary, but suggest that any well-planned increase in housing and population should include good traffic management, the provision of walkways/cycle paths, more school places and more amenities/transport links. The provision of low cost housing, particularly for young/local people, should also be included.</p>
Q. 11	<p>Safety/conservation factors that should be taken into account</p> <p>Over half of respondents were concerned that road safety should be taken account of in the Neighbourhood Plan; additionally, 39% cited inadequate speed limits and 32% traffic calming measures. 39% wanted the preservation of specific spaces to be considered and 27% specific views. 10% mentioned the provision of footpaths and cycle paths. All other categories scored less than 7%.</p>

	When looking at safety, respondents were most concerned that matters to do with traffic (road safety, traffic speed and traffic calming) were taken into account in the Neighbourhood Plan. When looking at conservation factors, the need to preserve specific spaces and specific views scored highly.
--	--

Again, readers are reminded that most people put in up to **three** choices for questions 8 - 11, so, for example, for question 11 it seems reasonable that respondents would prioritise things such as road safety, traffic speed and preservation of views/spaces over some of the other categories. Reading the actual comments respondents made will give a better idea of the strength of feeling in certain areas. These can be found in **Appendix C** and are grouped as follows:

Question 8. Which 3 things do you most like about the parish?

- Countryside/environment
- Community spirit
- Housing mix/density
- Miscellaneous comments

Question 9. Which 3 things don't you like about the parish

- Badly maintained roads etc
- Traffic/speeding/noise
- Lack of facilities
- Lack of public transport
- Footpaths/cycle paths
- Parking (mainly at the school)
- Lack of a centre
- Miscellaneous comments

Question 10. What 3 main improvements would you hope to see from a well-planned increase in housing and population in the parish?

- Traffic management
- Walkways/cycle paths
- School
- Amenities
- Housing
- Transport links
- Miscellaneous comments

Question 11. What 3 main safety and/or conservation factors should be taken into account?

- Road safety
- Preservation of specific spaces
- Preservation of specific views
- Factors relating to new housing
- Footpaths, cycle paths and bridleways
- Miscellaneous comments

Additional comments made separately

See **Appendix D** for additional comments and pictures attached to the questionnaire.

Mapping of returns by postcode

See Appendix E for an illustrative map of number of returned questionnaires by postcode. At this stage no analysis has been done of the relative number of residences by postcode, so no conclusions have been drawn.

Final comments

It is clear from these comments that different respondents have made similar comments under different question numbers. If another survey is done in the future, it is recommended the question structure is amended to make it easier for respondents to know what to mention where and to facilitate more straightforward analysis. The use of prioritised questions (where respondents rank their answers to give a better indication of the relative importance of certain factors), ranges of opinion (such as from strongly agree to strongly disagree) and the ability to make separate comments are all important elements. Use of an online system such as Survey Monkey to draw up the questions, allow data input (both directly from respondents and from paper copy returns) and to analyse the data is highly recommended.

Sub-team members: Roger Howgate, Sue Howgate, Tim Shirra, Leo Todd, Sheila Todd

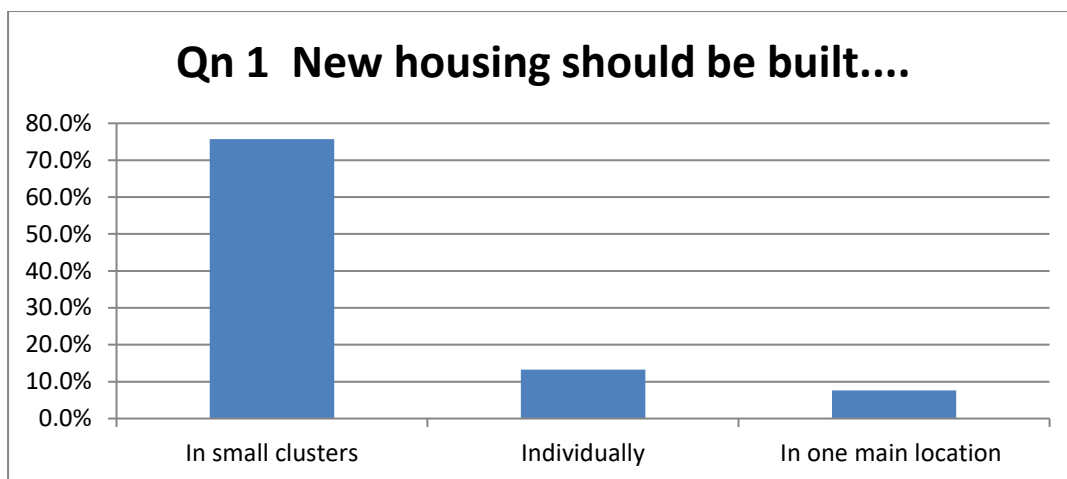
Data input: ST, TS, LT, SH

Data analysis and report author: ST Oct 2017

Appendix A Summary results - Graphs & tables

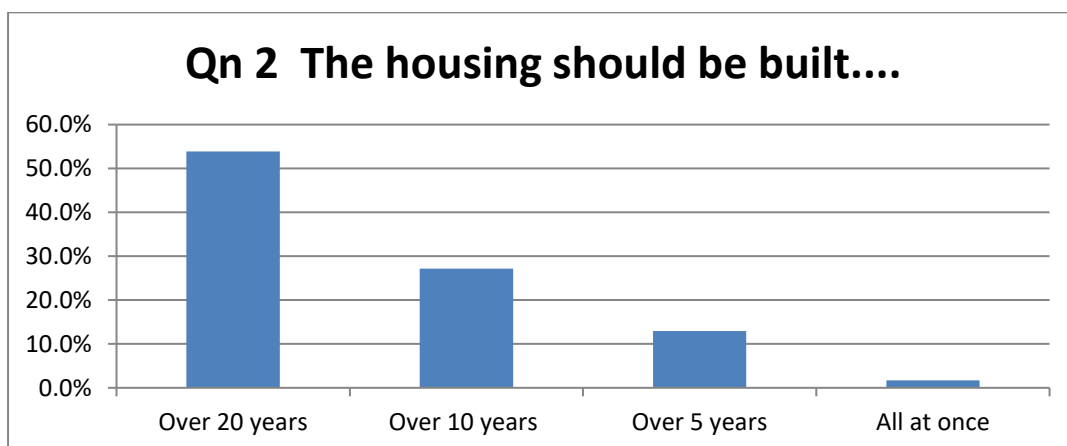
Question 1. New housing should be built....

	Percentage of the 116 returns	Total number of votes
In small clusters	75.7%	87.83
Individually	13.2%	15.33
In one main location	7.6%	8.83



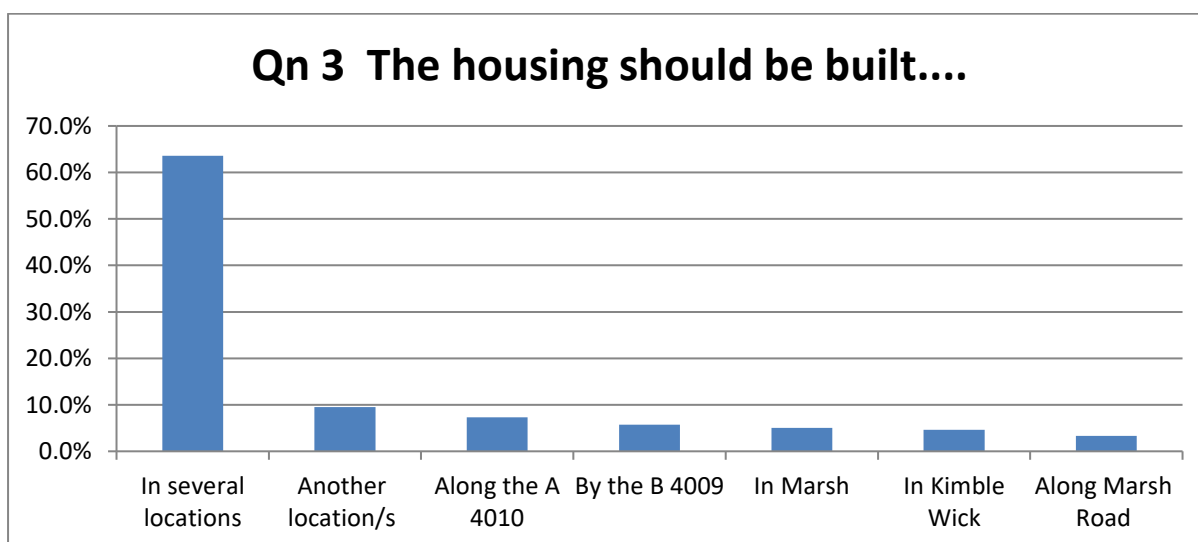
Question 2. The housing should be built....

	Percentage of the 116 returns	Total number of votes
Over 20 years	53.9%	62.50
Over 10 years	27.2%	31.50
Over 5 years	12.9%	15.00
All at once	1.7%	2.00

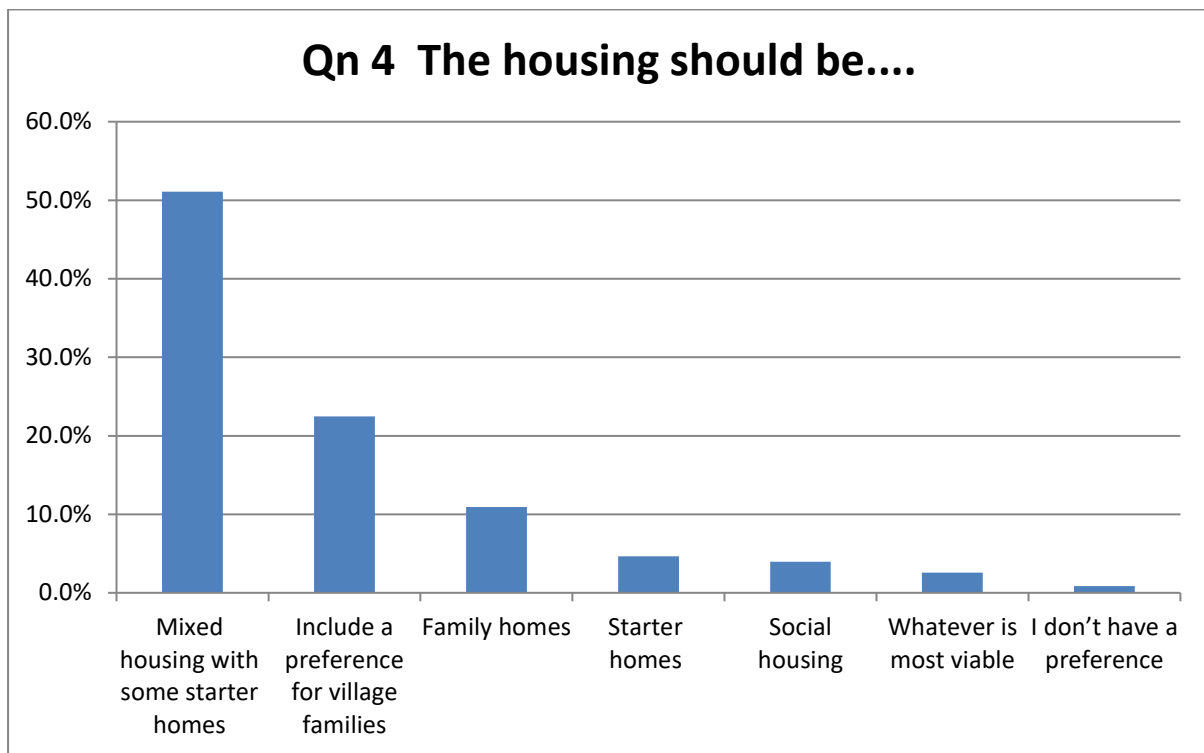


Question 3. The housing should be built...

	Percentage of the 116 returns	Total number of votes
In several locations	63.6%	73.73
Another location/s	9.5%	11.03
Along the A 4010	7.3%	8.45
By the B 4009	5.8%	6.68
In Marsh	5.0%	5.85
In Kimble Wick	4.7%	5.40
Along Marsh Road	3.3%	3.85

**Question 4. The housing should be....**

	Percentage of the 116 returns	Total number of votes
Mixed housing with some starter homes	51.1%	59.25
Include a preference for village families	22.5%	26.08
Family homes	10.9%	12.67
Starter homes	4.7%	5.42
Social housing	4.0%	4.58
Whatever is most viable	2.6%	3.00
I don't have a preference	0.9%	1.00



Question 5. Housing should be designed in keeping with nearby housing

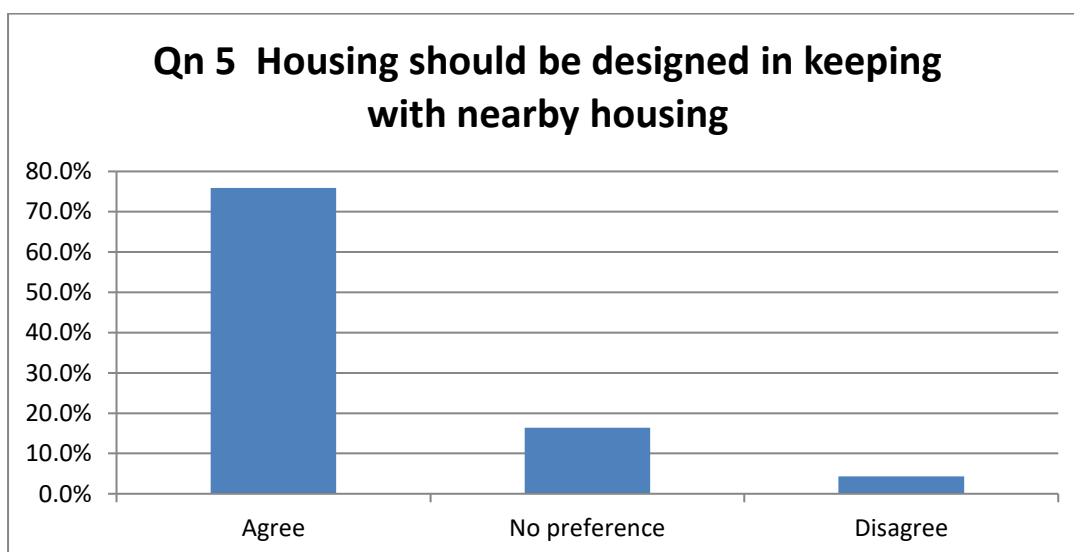
Agree
No preference
Disagree

**Percentage
of the 116
returns**

75.9%
16.4%
4.3%

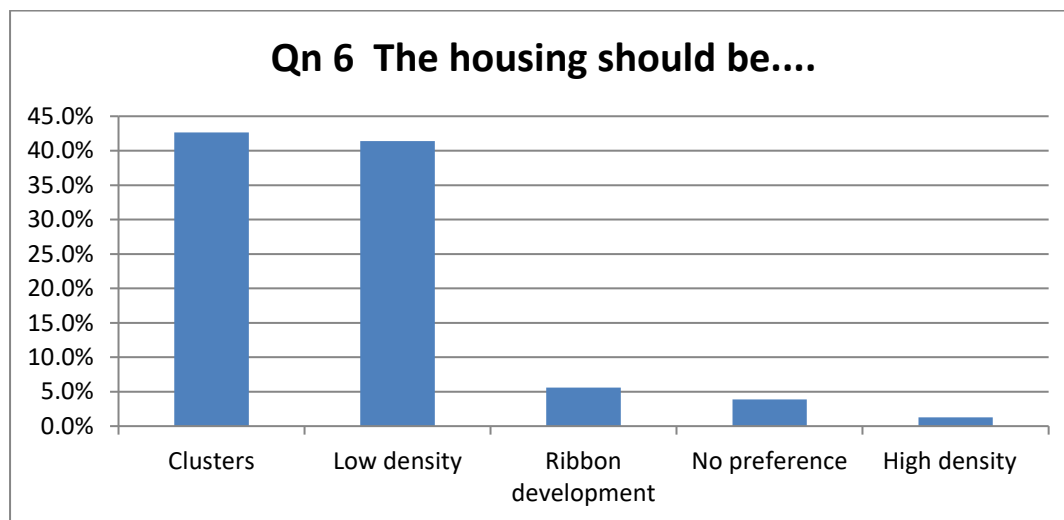
**Total
number of
votes**

88.00
19.00
5.00



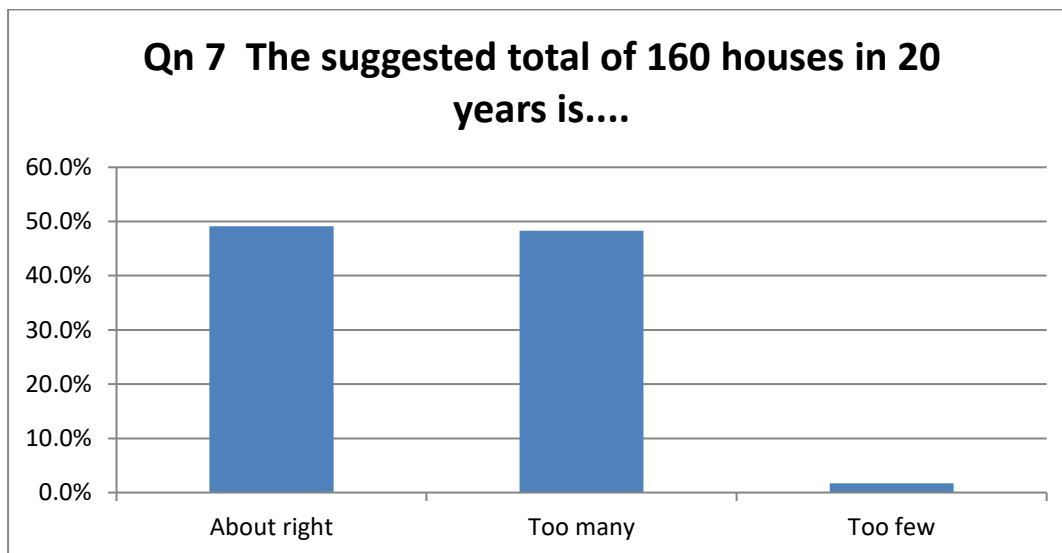
Question 6. The housing should be....

	Percentage of the 116 returns	Total number of votes
Clusters	42.7%	49.50
Low density	41.4%	48.00
Ribbon development	5.6%	6.50
No preference	3.9%	4.50
High density	1.3%	1.50



Question 7. The suggested total of 160 additional houses in 20 years is ...

	Percentage of the 116 returns	Total number of votes
About right	49.1%	57.00
Too many	48.3%	56.00
Too few	1.7%	2.00

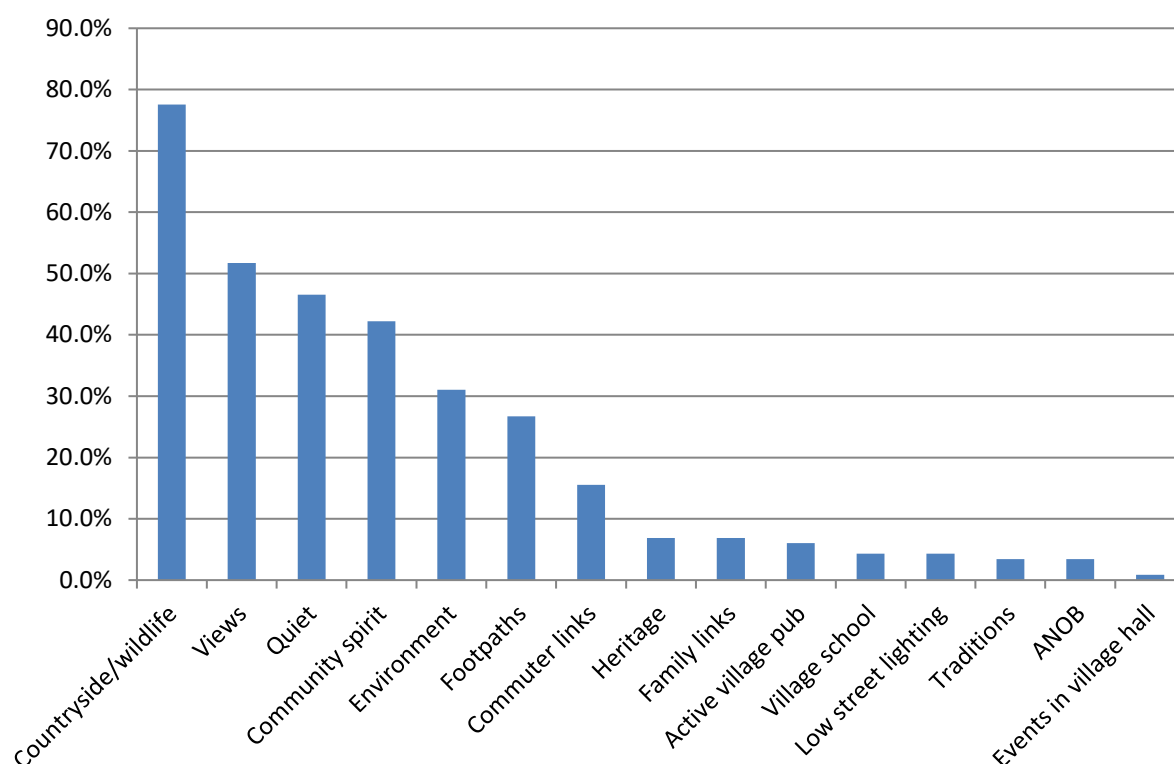


Note for questions 8 – 11:

Please bear in mind that each category mentioned by respondents was given one vote in the results table, regardless of whether they limited their list to three items or not (some may have left the question blank, others may have mentioned 5 categories).

Question 8. Which 3 things do you most like about the parish?	Percentage of the 116 returns	Total number of votes
Countryside/wildlife	77.6%	90
Views	51.7%	60
Quiet	46.6%	54
Community spirit	42.2%	49
Environment	31.0%	36
Footpaths	26.7%	31
Commuter links	15.5%	18
Heritage	6.9%	8
Family links	6.9%	8
Active village pub	6.0%	7
Village school	4.3%	5
Low street lighting	4.3%	5
Traditions	3.4%	4
ANOB	3.4%	4
Events in village hall	0.9%	1

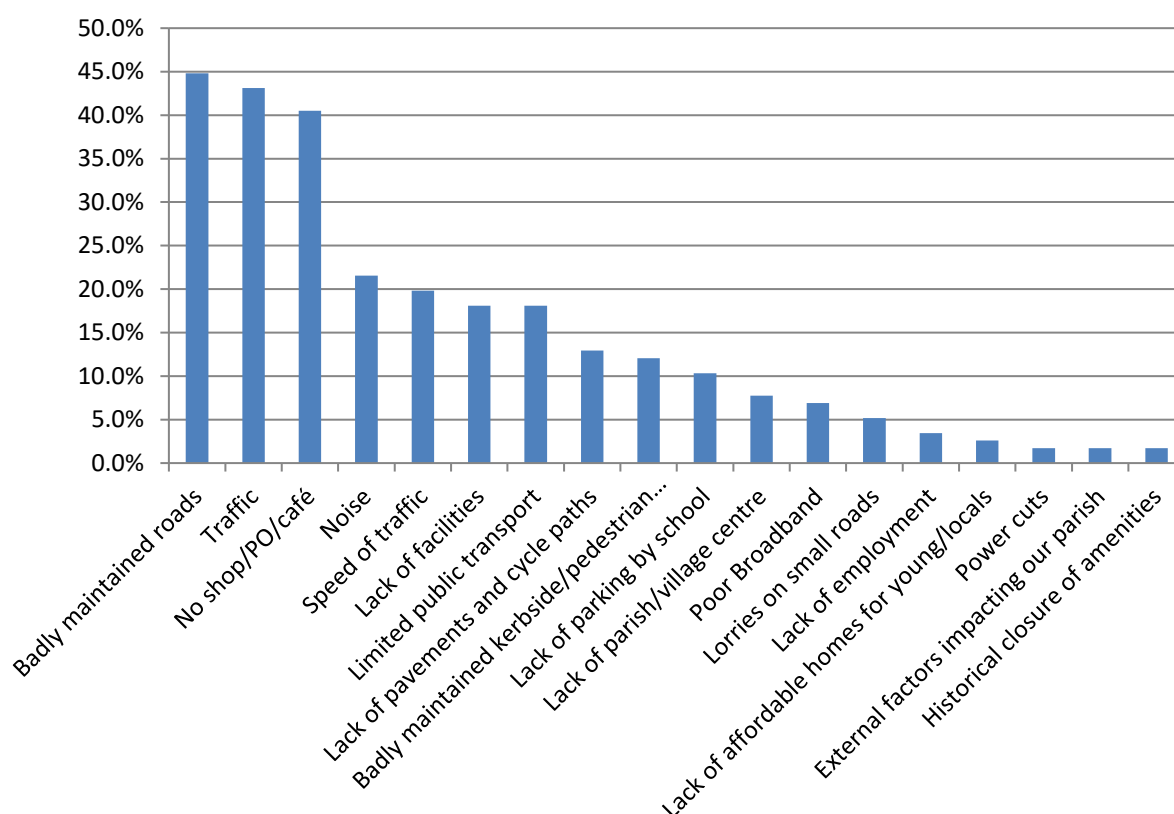
Qn 8 Which 3 things do you most like about the parish



Question 9. Which 3 things don't you like about the parish?

	Percentage of the 116 returns	Total number of votes
Badly maintained roads	44.8%	52
Traffic	43.1%	50
No shop/PO/café	40.5%	47
Noise	21.6%	25
Speed of traffic	19.8%	23
Lack of facilities	18.1%	21
Limited public transport	18.1%	21
Lack of pavements and cycle paths	12.9%	15
Badly maintained kerbside/pedestrian footpaths	12.1%	14
Lack of parking by school	10.3%	12
Lack of parish/village centre	7.8%	9
Poor Broadband	6.9%	8
Lorries on small roads	5.2%	6
Lack of employment	3.4%	4
Lack of affordable homes for young/locals	2.6%	3
Power cuts	1.7%	2
External factors impacting our parish	1.7%	2
Historical closure of amenities	1.7%	2

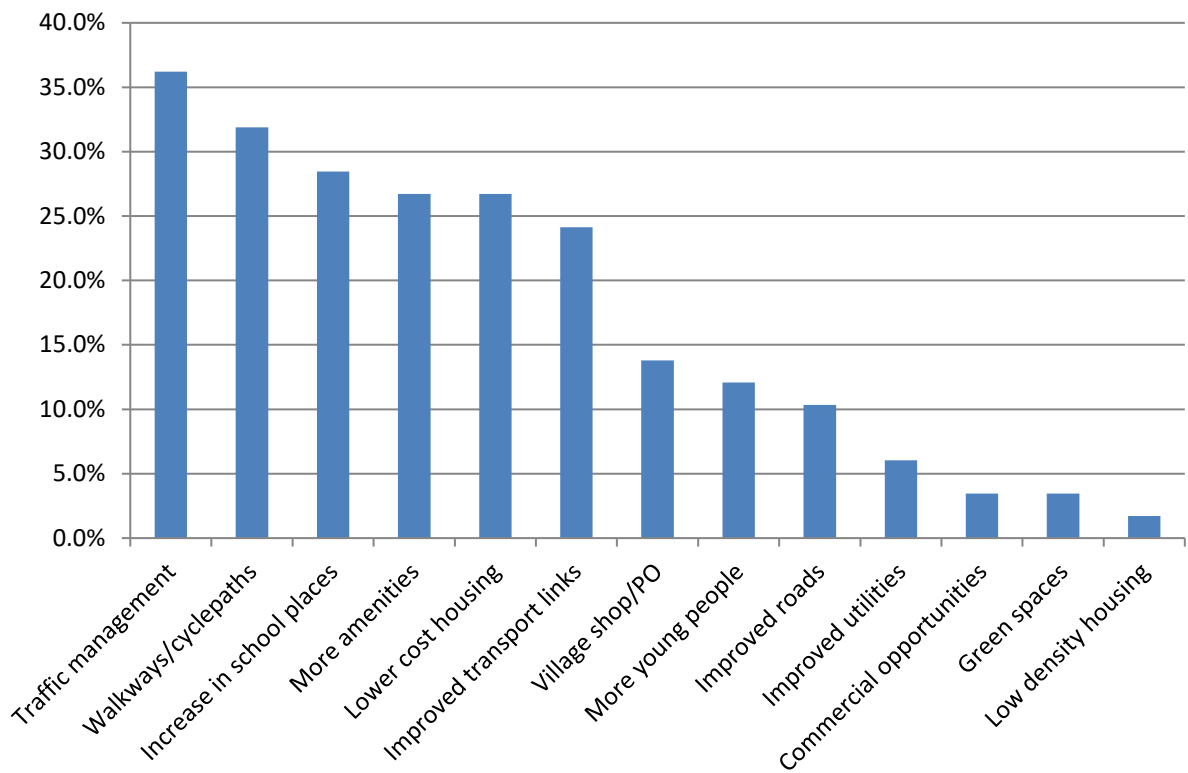
Qn 9 Which 3 things don't you like about the parish?



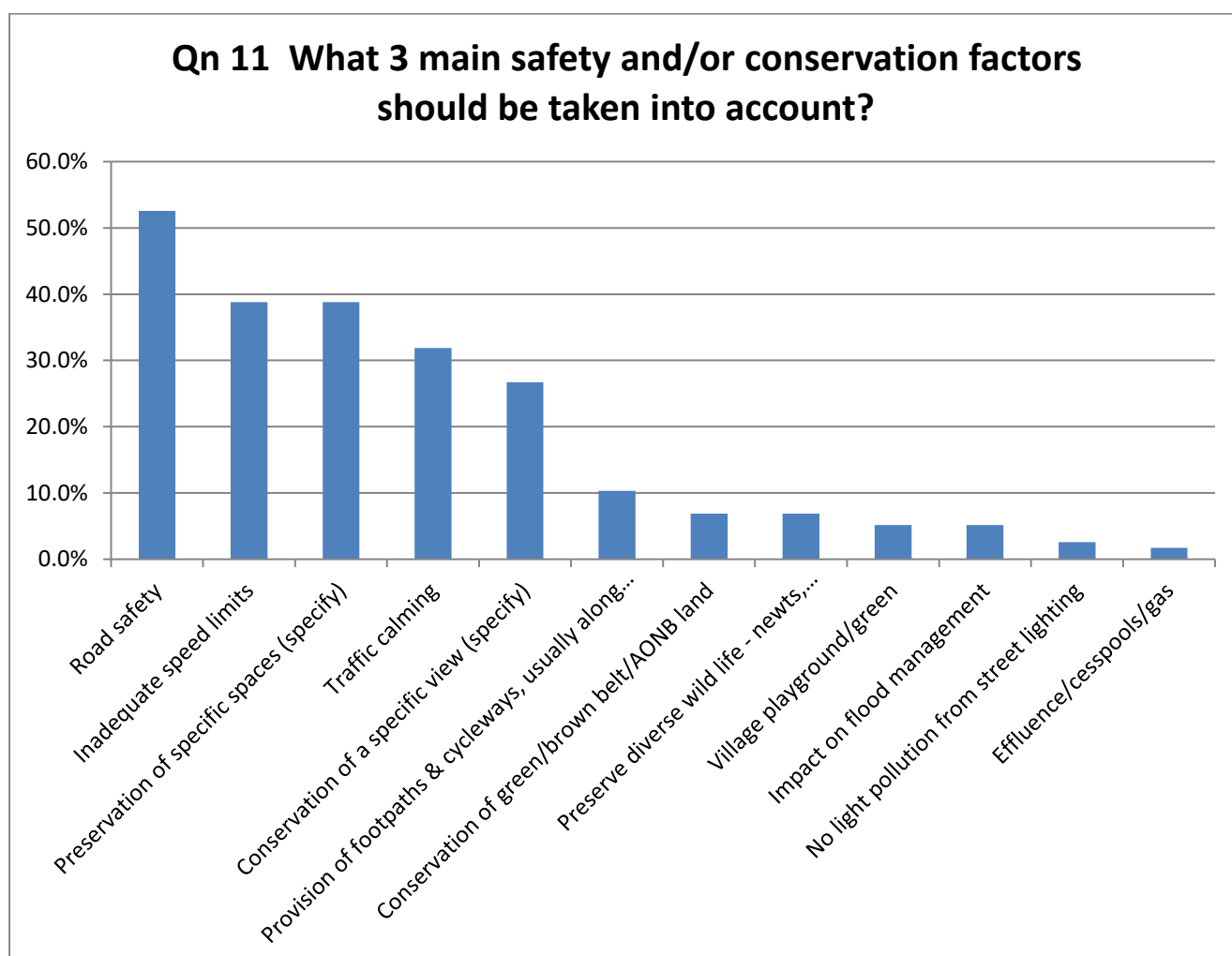
Question 10. What 3 main improvements would you hope to see from

	Percentage of the 116 returns	Total number of votes
Traffic management	36.2%	42
Walkways/cycle paths	31.9%	37
Increase in school places	28.4%	33
More amenities	26.7%	31
Lower cost housing	26.7%	31
Improved transport links	24.1%	28
Village shop/PO	13.8%	16
More young people	12.1%	14
Improved roads	10.3%	12
Improved utilities	6.0%	7
Commercial opportunities	3.4%	4
Green spaces	3.4%	4
Low density housing	1.7%	2

Qn 10 What 3 main improvements would you hope to see from a well planned increase in housing and population in the village?



Question 11. What 3 main safety and/or conservation factors should be taken into account?	Percentage of the 116 returns	Total number of votes
Road safety	52.6%	61
Inadequate speed limits	38.8%	45
Preservation of specific spaces (specify)	38.8%	45
Traffic calming	31.9%	37
Conservation of a specific view (specify)	26.7%	31
Provision of footpaths & cycle ways, usually along roads	10.3%	12
Conservation of green/brown belt/AONB land	6.9%	8
Preserve diverse wild life - newts, hedgerows, trees etc	6.9%	8
Village playground/green	5.2%	6
Impact on flood management	5.2%	6
No light pollution from street lighting	2.6%	3
Effluence/cesspools/gas	1.7%	2



Appendix B – Comments from respondents – questions 1 – 7

Location - general comments

- In small clusters if along B road, 1 location if along A road, individually if in rural areas
- they must be along main roads in order to ensure no traffic issues and to keep our countryside safe
- Recent research on car pollution indicates that housing right beside roads is unhealthy for those residents particularly, so would suggest building away from main roads or at least back from them.
- re-use existing brownfield land and redundant farm buildings
- ... Areas listed were not properly defined... eg B4009 is nearly 2km long...so circled several locations
- ...if question had asked "would you like to see new housing developed in a way that compliments the rural character of the parish with appropriate use of traditional materials whilst still allowing scope for innovation and individuality" our response would have been a resounding "yes"
- Housing to be in keeping with local country placement and Chilterns vernacular
- Integration into the community whilst preserving identity. Functional
- Depends on location of housing "God no" to high density
- Ticking low density and clusters we mean groups of dwellings with some space for gardens.
- ...smaller clusters of large and smaller houses with a proportion of affordable homes to allow younger families and residents to live in the parish
- Allow those with space to develop on their property before professional developers take over
- Preference for people working/living locally. Help to buy. Shared ownership. Rent to buy
- Blended approach; small groups and individual sites throughout the parish
- Marsh Lane. Baker report stated this land HP17 8SN was suitable for gypsy/traveller and as such needs to be capable of providing housing flexibility

Suggestions for specific locations

- Main road
- Marsh Lane HP17 8SN
- Marsh Lane. It has already partial ribbon development
- The Bernard Arms site
- Use disused property for example the Bernard Arms
- Hollytree Farm
- Between Redding Court and railway bridge
- Priority should be to avoid impacting outlook of existing residents so, in order, 1. Option "c" between Kimble Station and Bernard Arms. 2. Option "f" along roads without going in front or behind other. Say option "a" and "e"
- See scan of map on front page of questionnaire - lets most people keep at least on front or back open country view - not important for new build
- Between main road and houses along Kimblewick Road (across road from Swan). Between garden of Swan and Smokey Row. Corner of B4009 and Wendover turning by All Saints Church. Land opposite Little Kimble Station

- On the fields between Griffin School and the Bernard Arms (the A4010 and the railway)
- Around Kimble mainly, Clanking and limited infills in Marsh/Kimblewick
- Off Grove Lane (outside the AONB)
- Opposite Horstone Cottages
- Land Northwest side of Moat Cottage
- 2 Double-bedroomed homes.....(at HP17 8SN)
- Or in High Wycombe
- Not B4009

Question. 7 - Size of increase

- An increase of 34% risks altering the character of the area. 100 - 120 would be more appropriate
- 160 is a large % increase on the existing scale of the village
- 160 represents an increase of 34%. Surely this is disproportionate!
- 160 new homes increases the population of homes in the village by a third again
- Doubling size of the village will make it suburban not country village
- Against a national average of 0.8%, 160 houses represents 34% and therefore far too high.
- I assume calculation is by those with knowledge

Question 7 - Infrastructure

- Our infrastructure won't take this amount of development.
- This is too many homes with no extra infrastructure. That many homes means we need more school places for example.
- Provided the infrastructure to deal with the extra traffic is in place
- Upper limit of what the parish can sustain
- Proposed development is disproportionate to current population and infrastructure is inefficient.
- Too many for amenities that exist in village and area if no changes are made
- Amenities will need to be improved
- Facilities need to keep up with demand eg school
- As long as school expanded, station upgraded, also bus service & improve roads

Question 7 - Keep it rural/Urbanisation

- Shouldn't be any. Should be built around major existing settlements.
- People it seems wish to live in a small village (otherwise why do they come?) therefore need to keep the village as a village not a town.
- Destroying rural areas is wrong when so many areas of England desperately need new homes
- Too many for a rural parish - will spoil the area
- Too many will spoil area

- It is critical that there are no large developments which would urbanise the village. Just about acceptable if ALL villages take on housing, not just Kimble
- If the 160 houses were spread across the entire area of the parish it would be OK. 160 houses in an area close to the school and railway station is too many
- I moved here because of the space and that no development was to be made.
- Many of the rural roads cannot support the extra traffic, losing rural feel.
- High quality, thoughtful houses - not mass cheap estates of bland boxes please
- The road is too narrow, no main sewage, already too many xxx come down road and my view. No
- Village roads too small, heavy through traffic now. Very noisy and dangerous. I am aware of the need for more housing. Please don't let it spoil our lovely villages.
- Thought needs to be given to the wildlife in the area. What appears as an easy option may contain an important variety of wildlife eg barn owls and snakes
- No building adjacent to the Cricket Club. There are many stories of people moving in near to sports grounds and then complaining about the noise of people playing sport, balls flying into gardens.

Question 7 - Other comments on the number of new houses

- Possibly about right. It's got to happen!
- The country needs extra housing and Kimble should play its part
- Considering the housing crisis this seems fair for the parish
- It will only be about right if the number is spread over the 20 years, i.e. about 8 a year. 160 over a 2-3 year period would be totally unacceptable, especially if contraction [construction?] occurred in the same period as HS2 disruption!
- Too few - should be done over 10 years instead

Appendix C – Comments from respondents – questions 8 - 11

Question. 8 - Countryside/environment

- The fact we are a small countryside rural area with green spaces and country views and lots of lovely country walks and wildlife
- We have the perfect balance of rural quiet living whilst having nice small towns close by
- Countryside and horticulture of the village
- Countryside and easy access to allotment. Views
- Rural environment to pursue Horse Riding activities
- Rural nature
- Access to countryside
- Open green spaces with mixed agriculture and sustainable hedgerows and woodland for wildlife
- Countryside environment and that the villagers respect this
- An attractive environment, being partly within the Chiltern Hills Area of Outstanding Natural Beauty (AONB)
- Beautiful setting close to Chilterns
- The countryside, which must be protected, especially from over development of the Home Counties
- The views of the country / the hills and trees
- The views and quietness of Bridge Street and at times Church Lane
- View to hills
- Views outlook - to lose any view is loss of value + quality of life
- Chiltern and Vale views with no development
- Views with low density development not obstructing views over local countryside and Chiltern Hills
- Sense of space and views of the Chilterns
- The views from my house and the surrounding area are stunning
- Open views unobstructed by other houses
- Countryside views unspoilt by housing
- Countryside - not feeling hemmed in by houses
- Remoteness. Quiet roads
- It is very quiet at night, not much traffic on the road
- Quietness / tranquillity
- Being close to the countryside and walks
- Clean healthy environment with low pollution levels and low demand on infrastructure
- Countryside; quiet, green natural space and therefore a healthy environment
- ...we moved to Kimble to get away from the noise and stress of town life
- Beautiful views and many lovely walks, and footpaths all over to see our beautiful countryside
- Access to countryside via pathways for walking
- Country lanes for cycling with beautiful views
- Good footpath links giving good access to facilities and amenities across the parish as well as valued recreational walking routes
- There are plenty of footpaths along the village resulting in some lovely walks

Question 8 - Community spirit

- Real community spirit which will be ruined with too much development
- There is a lovely community spirit throughout the villages.
- Community spirit - village hall is very important
- Community life
- Village environment/community

- Good community spirit is really excellent in our village
- Neighbourly-ness
- Community spirit (By local activities, if people try them)
- Friendly community spirit (because of the current number of residents)
- Small community where everyone knows everyone else. Good community spirit and perfect village pub
- Community spirit, church and school
- Mixed community that has evolved over many years
- Traditional village community with ties - non estate
- Living in a small community
- Friendly community
- Allotment community
- Friendly, walks

Question 8. - Housing mix/density

- Low density of housing
- Low density of housing - most properties look out onto open countryside, front or back
- Quiet low density housing
- Quiet low density environment.
- Low density of housing, rural location but near amenities in Wendover, Pr Risborough and Aylesbury.
- Mix of houses ensures a good demographic profile
- Its attractive built form that has been preserved as the village has grown
- Lack of overdevelopment in Marsh

Question 8 - Miscellaneous comments

- More tree planting to help offset any new housing
- Quiet, low street volume / lighting
- Dark skies -lack of light pollution, particularly for astronomical observations.
- Lack of street lighting so night sky visible
- Benign climate/weather conditions.
- The Pub
- Church / pub
- Village school and churches
- Vicinity of hospitals
- Generally low traffic
- Low traffic
- Proximity to towns, Aylesbury & Princes Risborough
- Good location and transport links (location close to London, Oxford, Birmingham etc)
- Location
- Keep 'little green bus', increasingly important as population ages
- Parking near school for children delivery / collection is already very dangerous. Park village green and walk up.
- A good country environment with railway connection.
- Chiltern heritage
- Heritage and traditions. Keep the countryside lanes as they are with NO added walkways.
- Village traditions must be maintained. Once they're gone, they never return, more the pity

Question 9. - Badly maintained roads etc

- Roads patched, speed limits exceeded. Parish used as a shortcut to avoid main road.
- Badly maintained roads and lack of broadband speed
- Badly maintained roads - especially Church Lane/Bridge Street
- Church Lane is so badly maintained. Lots of potholes and over hanging trees and hedges.
- The state of the roads on the B4009, potholes and in Marsh is very poor, not being maintained!
- Badly maintained roads and paths and overgrown hedges need to be cut back
- Badly maintained roads, lack of foot paths, nightmare walking under the bridge for the bus & train.
- Badly maintained environment - verges, hedges

Question 9. - Traffic/speeding/noise

- Too much traffic using the roads, especially lorries and the high speeds! From 5.30am
- Too much traffic using roads, especially lorries
- Amount and size of traffic eg HGVs on B4009
- Increase of traffic, noisy and never seems to stop. It's 24 hours now
- Busy road made worse by constant roadworks
- There is also increasing use of heavy lorries on our road which is unfit for their purpose
- Narrow lanes used by HGV's and large agricultural vehicles also used by pedestrians, cyclists and horse riders
- B4009 has too much traffic - this will increase with building in P. Risborough
- HS2, EW Rail and the Princes Risborough plan which will all have huge impact on our parish
- HS2
- The dissection of the parish by 2 major through roads (A4010 and B4009) and amount of through traffic
- Speed of traffic/ Heavy vehicles
- Speeding traffic
- Speed Control
- Speed of traffic through Gt Kimble. No speed cameras
- The amount of traffic on the B4009 in the morning as it is used as a rat run
- B4009 is used as a "rat run" for speeding cars making it unsafe for crossing - the speed limit of 40 is totally inadequate
- Worried about increased traffic in the area and the maintenance of roads from this.
- Concerns about increased traffic on B4009
- Unpoliced road speed limits: on B4009 traffic is often travelling at 50/60mph in a 40mph limit
- Parts should have restricted (lower) speeds ie 40 to 30 and 30 to 20
- Poor traffic calming in residential areas
- Traffic too fast on Bridge Street and Church Lane
- Traffic speeding in small lanes, especially around the school.
- The speedy drivers who think it is fun to accelerate around the corner, there will be a nasty accident one day with the bikes that constantly come through the hamlet
- Traffic travelling along narrow roads at speed
- Traffic and no speed enforcement and dangerous roads for pedestrians and vehicle users
- traffic speed on Marsh Road (dangerous)
- Traffic - the lane through Marsh is far too busy with HGVs etc
- Commercial vehicles through Marsh

- Large, heavy lorries using Marsh Road
- Noise - the main rd (A4010) and ambulances now the A&E is closed
- Noise of heavy vehicles on B4009 and A4010
- Traffic noise
- Railway noise (particularly horn)
- Train horn noise
- Noise from trains hooting too loudly. Would prefer automatic warning to footpath users by an 'electric' signal device.
- The rubbish train from London vibrating houses as they travel too fast along the rail embankment.
- Noise (occasionally) from pub
- Noise - constant vigilance against noise pollution
- Living near an "industrial development" the sound of scaffolding poles being loaded onto lorries early morning. The sound of metal being cut and the beeping of reversing lorries

Question 9 - Lack of facilities

- Lack of accessibility for disabled.
- Local facilities closed, e.g. Bernard Arms, Indian restaurant, Prince of Wales pub.
- Poor quality/quantity of pubs - Prince of Wales largely closed, Bernard Arms derelict
- Only one eating place
- Litter - bins too few and poorly maintained
- Lack of facilities e.g. no street lights, poor broadband, no police
- Lack of shop/facilities, so could get included along any ribbon development with starter home flats above
- We have no shop, post office. All gone now. Roads have just been repaired at long last. Thank goodness.
- No shop. If the village expands need more facilities
- Village shop
- No shop or Public House
- No shop - one of the reasons we moved to Great Kimble was the shop which has since closed
- Nothing!! If I had to be pushed I would say not having a small village shop

Question 9 - Lack of public transport

- Bus service is quite good and reliable, but still need a car if working farther out. Sadly no work as such in the villages. Trains are very frequent also, but not always convenient, so having a car is essential for some residents.
- Lack of facilities ie no bus service on B4009
- Public transport regular services limited to one or two roads, ie, not using Grove Lane/Lower Icknield Way
- Limited public transport on B4009 where most of the houses are located
- Lack of buses
- Limited public transport and safe cycling routes
- Poor transport links by train, poor quality roads, use of parish as high speed rat run
- Under-investment in transport infrastructure including roads

Question 9 - Footpaths/cycle paths

- Lack of pedestrian provision at railway bridge.
- Lack of pedestrian paths along roads and under bridge
- Lack of bridleways/footpaths

- Lack of safe footpaths and cycle tracks through Great Kimble and the A and B roads that serve it
- Lack of provision for cyclists
- Pavements should be dual use - walk and cycleway
- Design in road use by pedestrians, cyclists, horse riders with better footpaths/bridleways/cycle paths: reduce the dominance of cars and trucks
- The lack of maintenance of some of the public footpaths by the landowners
- The pathway from the Swan leading down to Horstone Cottages
- Road creep; reinstate roads as they were rather than allowing them to get wider

Question 9 - Parking

- No/little parking for school pick up
- The parking at the school and the poor road condition
- Inaccessible road at school times
- Church Lane is very congested at certain times of the day and will only worsen if the school is enlarged as proposed. Parking must be taken into consideration
- Lack of parking/poor accessibility to Great Kimble school; blocked roads
- Lack of parking around the school.
- Lack of (chaotic) parking for Gt. Kimble School
- Car parking

Question 9. - Lack of a centre

- No centre - if would be good if houses could be built around the village green - everything too spread out
- It would be nice to have a local / village hall where the villagers can meet for functions, parties and to share special times. Great Kimble is a lovely village but it would be nice to walk out to the village hall for functions/ NYE's and to make all of the villagers that don't use the pub to meet more often and enjoy life together. I love GT Kimble!
- A central grass land, park, cricket pitch away from main roads to act as a community focal point for fetes etc
- Parish lacks centre - not all residents live by the Swan. No land fibre broadband. Power cuts regular!
- Village Hall not in main area
- Lack of many community activities - difficulties of getting many to be involved

Question 9 - Miscellaneous comments

- Lack of housing for the young wanting to continue living in the village
- Unaffordable house prices
- Broadband
- Not having the park fenced off from the road
- The worry of imposed development. This is the second time we have moved due to development of where we live
- The Bernard Arms site
- Lack of progress with former Bernard Arms PH
- Non-development of Bernard Arms site
- Rubbish on verges
- Illegal development: lack of Council enforcement
- Failure of some residents to comply with planning laws
- Too many caravan sites with too many caravans on
- Too many caravan parks have been permitted in one area

Question 10 - Traffic management

- There needs to be better traffic management so the traffic does not just use the A4010/B4009
- Traffic management - particularly along A4010 by derelict Bernard Arms section
- Traffic management - especially considering effects of HS2 road closures nearby
- Traffic management - new roads built to come with extra cars etc
- Better traffic management putting people (not cars) first... for footpaths/cycle ways connecting communities safely
- Improved parking and signage & maintenance of roads. Roundabout at Bridge / Marsh Rd/ B4009
- Safer and more effective road junctions
- Improved infrastructure - roads etc
- Less traffic noise / traffic calming
- Better road surface
- To stop high speed traffic and overtaking. Pelican crossing up by The Swan pub
- Pelican crossing by The Swan
- Speed limit lowered
- Road safety improved for cyclists and pedestrians
- Road planning to alleviate rat run in Marsh
- 20mph limit in Marsh
- parking for the school

Question 10 - Walkways/cycle paths

- We're lucky to have so many lovely walkways in the village. Don't spoil it.
- Improvements to pedestrian connectivity to the station through providing an all year round surface
- Improvements to public rights of way and pedestrian routes, particularly linking to the railway station
- Footpath links to station from local new housing?
- The few existing footways should be maintained and not have cars parked on them
- Footpath under bridge [Marsh rd/Grove lane]
- Pathway along the A4010 dramatically improved
- Wider footpath along B4009
- Improved safety for pedestrians, more walking routes
- Improved paths and cycle ways
- Pavement/path improvements
- Extra paved footpaths
- Walkways to cater for the extra housing
- More walkways/cycle paths so people can reduce the carbon footprint
- pavements and cycle paths
- Dedicated cycle ways
- A cycle path linking Stoke Mandeville with High Wycombe to allow commute to Aylesbury and HW on A4010
- Cycle paths
- There are opportunities to improve the Aylesbury Ring route

Question 10 - School

- Improve the school and school parking

- Extra school places. Low cost housing needed. Village roads too small, and fast moving traffic
- Larger school, if increased population of young children. Lovely to have village school, let's keep it that way.
- Improved/relocated primary school
- Larger school
- Increase school size as a proportion and have a school car park off the main road
- Improve local schooling to handle increase
- Increase in school places - new school
- Maybe helping to keep school open but nothing more
- Improved access and parking for Great Kimble C of E school

Question 10 - Amenities

- If it has to happen then increase in amenities in P Risborough i.e. better gym. Small parish shop?
- More amenities for young people, including teenagers eg community-run café; cycle paths and routes; fitness/walking trails
- More amenities including an enlarged school, which will be required following the housing increase
- Improved facilities e.g. village shop rather than just a hall. Trains at little Kimble
- A shop/post office/café. We currently have just one pub
- There needs to be at least one shop/restaurant in the village to support local industry
- A village shop
- Shop/take away. A park/focal point/new community centre/playing field. Second competitive pub
- Village Hall with Play Football Pitch etc
- Improved play facilities for children
- Preservation of allotments
- Good community services such as access to doctors and local transport
- Doctors
- Street lighting
- Street lighting
- Another post box

Question 10 - Housing

- A considered balance of housing stock
- Gentle evolution of quality architecturally pleasing "in keeping" homes
- Small cluster developments, avoiding the over-use of fields near current residential areas
- A phased allocation of supply to minimise disruption
- Gradual growth
- A sympathetic and not overwhelming set of small developments that meet the needs of local people
- Lower cost housing so families can stay in the village rather than being a dormitory village
- More opportunity for younger people to live here
- Starter homes for young families
- Affordable housing for local people growing up
- Housing to encourage young people/families to stay in parish longer
- Lower cost housing or rental properties that would allow young people to stay in the village
- Opportunities for local young families to live in the village
- Accessible housing for young people
- Affordable houses for locals

- New caravan park for youngsters from the village.

Question 10 - Transport links

- Better public transport for links to High Wycombe/Aylesbury/Thame
- Better transport access to Princes Risborough Station
- Improved bus/train links - although they are already good for a small parish
- More trains at Little Kimble
- An extra halt on railway near Bridge Street or improved access to station for pedestrians from the south and west
- A regular bus service on the B4409

Question 10 - Miscellaneous comments

- More resilient Utilities without regular outages - power telephony, internet, water
- Waste management for water and sewage
- Better broadband
- More investment in infrastructure
- We cannot see what 160 houses would add in facilities to this village
- We do not feel we would benefit from any development!
- There is no improvement we want to see - we like the non-urban environment with limited facilities
- The question assumes that having more housing would / can result in improvements. This is unlikely - more likely is a worse environment due to more people, more cars etc!! Having more commerce in the villages could also be detrimental not an improvement.
- Like village as it is - that's why I live here
- Increased diverse community
- Integration, respect for lifestyles. Best of both
- A decrease in the average age of residents
- Better "mannered" drivers passing through
- Better maintained roads
- Provision for wildlife and access to countryside
- Village view - of the Chiltern Hills

Question 11 - Road safety

- More thoughtful traffic calming to be designed in
- Need to think about how the construction traffic gets to the building sites
- With the alterations to roads due to HS2 we do not know the full impact on road safety
- The Kimble area cannot support increased road traffic with narrow roads
- The increase in traffic, especially as 3K houses are planned for P.R. means our village will be ruined. Please note: A4010 is already too busy at peak periods
- Most of the roads in the parish, except the main roads are narrow. Having a new housing estate with a large number of houses adjoining a country lane would be dangerous / ruins the environment. Thus the need for a few new houses to be scattered throughout the area, not all in just one or 2 developments.
- Junctions on B4009 should for mini-roundabouts to help access and egress when traffic increases. Princes Risborough local plan would divert traffic onto B4009 from A4010 on top of local traffic from new housing.
- New road from Terrick roundabout to other side of P Risborough to preserve village life in Lt & Gt Kimble
- New road to preserve village life

- Will this be the end of the proposed Risboro by-pass? If so, won't bridge need widening and roundabout construction?
- (Bridge) PR9 bottleneck
- Narrow bridge and traffic conditions at a 4010/B4009 junction
- Do not want roads to become wider or much busier
- Road safety is a big issue. So much heavy and large traffic using the village.
- Traffic density
- Speed limits/traffic calming should be looked at.
- Traffic/congestion/speeding all an issue
- Road safety, particularly meaningful speed limits and routes for pedestrians and cyclists
- No rat runs
- Traffic calming through villages/hamlets
- Traffic calming on "A" road to reduce accidents
- Traffic calming (not speed bumps - chicanes)
- Traffic calming measures through the village especially past the Swan pub through to the railway bridge
- Traffic calming to prevent speed freaks - such as they have in Bishopstone, for example
- Reduced speed limit on "A" road through village
- Reducing speed limit on main roads and traffic calming on Church Street
- Speed limits with cameras or calming bumps on main Chinnor Road/Great Kimble
- The speed of the traffic needs to be reduced along with B4009 through the village
- 40mph maximum speed limit on all main roads. 20/30 on all side roads
- Speed limit 30mph, not 40mph for built up areas like our section of the A4010
- Need a speed camera on both B4009 and A4010
- Speed cameras on B4009 and A4010.
- Reduction of speed limits on A4010 B4009
- Street lights on B4009. Should be 30mph or less
- Reducing speed limits both on B4009 + Bridge Street
- Road safety - speed reduction on Marsh Rd
- Speed limit in road between Bernard Arms and Askett Rifle Range track reduced on A4010 to allow pedestrians to cross safely
- Much larger 40 mph signs please.
- Road maintenance/speed limits (lower) and clear/clean road signage
- Road narrows to single track in Marsh
- Lower speed limits, enforced, e.g. Marsh Rd
- Lorries that constantly come down Marsh Rd due to low bridge.
- Weight limit + restricted access for villagers only; no cut throughs
- Ban any lorries through Bridge Street/Church Lane as it is too narrow and fix the potholes!
- Traffic speed and volume on small roads, esp near school / play areas
- Road safety and safe routes to the school - 20mph limit for Church Lane/Bridge Street
- Parking for the school or park and ride for the school
- Road safety along Bridge St/Church Lane, especially during school pickup/drop off time (reducing speed limit at all times)
- 20mph on Bridge Street/Church Lane
- 20mph on Bridge Street and Church Lane
- Better management of hedgerows to improve road safety/visibility on rural roads
- Maintenance of verges to allow clear visibility while driving
- Road markings
- Crossings for pedestrians
- Safer crossings for main roads
- Pegasus crossing over B4009 by Swan
- Crossing on B4009 to park

- Crossing by pub.
- Road safety around The Swan pub with increased traffic, speed limits

Question 11 - Preservation of specific spaces

- Preservation of rural atmosphere
- Preserve rural character of parish (vital)
- Maintaining rural nature of the parish
- Preservation of rural character of Marsh
- Conservation of area
- Preservation of countryside
- Keep the countryside
- The character of the surrounding natural environment should, where possible, be preserved and/or enhanced
- Damage to countryside keep to minimum
- Keep countryside/rural feel by placing green spaces as central part of any development + tree planting programme.
- Conservation of countryside + current views and safety of current villagers
- As much open space as possible retained, whether agricultural, grassland or woodland as befits this rural parish
- We need to preserve our green spaces. Don't let us lose them.
- Access to all areas is preserved
- Conservation of all green belt land. It's green belt for a reason. Keep our countryside
- The character and appearance of the AONB should be protected
- Conservation of ALL areas of natural beauty in the parish
- Respect for areas of outstanding natural beauty and the green belt
- Conserve hayfields and meadows which are the main habitat and food source for wildlife in the area, including hedgerows
- Preservation of large trees to house barn owls which have been pushed out of barns in the area due to conversions
- We have diverse wild life eg newts, hedgehogs, numerous bird species
- Need to preserve all fields that have public footpaths through them
- Preserving open spaces by building houses in lots of small clusters
- All conservation factors as this village is very historic
- We have some beautiful views and historic churches and buildings in the villages
- Protect what old buildings/cottages are left to keep the Kimble "feel"
- Conservation of local churches and graveyards
- Preservation of spaces - churches, school
- Allotments, village hall and Cricket club should be preserved.
- Conserve access to facilities such as the allotment
- Keep the green areas on B4009 opposite housing and outside Swan Pub
- Pub/village green/play area: preserve
- Playground and green in front of Swan Pub
- Preservation of village green
- Keep the park next to the Swan pub
- Preservation for local pubs
- Keeping dog walking field near train station

Question 11 - Preservation of specific views

- Preservation of views and spaces where they impact large numbers of parishioners
- Preservation of country views for current residents
- No current resident should lose the current view they enjoy now + paid a premium for

- Preserve view, field outlooks of existing properties, eg new Redding Close ideal without impacting others, but NOT bulk between Kimble Station and B4009 NOR bulk along B4009 from Bridge Street towards Askett
- Preserve countryside/views
- Conservation of views both of the hills from the village and the views from the hills on the Ridgeway
- Surrounding woodlands and footpaths.
- Conservation of views
- Preserve open views of Chilterns and Vale
- Views of the Chiltern Hills
- Chiltern Hills views
- Conservation of specific views eg Chiltern Hills from the B4009
- Views onto the hills from many places, e.g. the view the Chilterns driving from Marsh towards Clanking
- View towards AONB protected and more species-rich hedges
- The landscape
- Specifically, Beacon Hill and Monument Hill and woodland
- Conservation of the view of Beacon Hill and beyond
- Views of Beacon and Combe Hill to be protected
- Views across to Coombe Hill
- View of Coombe Hill/Ellesborough Church/Chequers Hill
- Coombe Hill
- View across Northfield to Ellesborough Church
- Conserve the view of the hills from Grove Lane
- Conserve view from back garden
- The view from my bedroom

Question 11 - Factors relating to new housing

- Preserve the rural character of our village
- To maintain the essential character of English villages - having small clusters of houses interspersed with open spaces - avoid large blocks of housing
- Remain a 'rural' village and not ever be incorporated with nearby towns
- Housing & buildings to complement the outstanding natural area
- Limited habitat destruction due to build
- The whole parish should take its share of new housing. Green belt and AONB should not be an unchallengeable right to have no development...
- Not to build all the houses in a rural part of the parish without impact on the wildlife, flood plains / water table.
- Maximise opportunity to build aesthetically in 'Chilterns style' e.g. low-rise, brick-and-flint or dark wood barn style, amongst others. Avoid Barratt-boxes as much as possible!
- Appearance of new buildings should reflect what's existed historically i.e. brick and flint
- Well-designed housing built with local materials in low density smaller developments
- Houses to be built in keeping with other houses
- As much as possible keep all development small scale so as not to destroy the nature of current villages feel
- Integration of wildlife areas within 'cluster' developments
- No large estates
- No more travelling sites we have enough!
- A good mix of properties to encourage integration
- With B4009 to be main road, keep numbers of houses lower, to reduce vehicles entering
- Ensure building lines do not spoil views of Chilterns and Ridges
- Build houses where possible to walk to school, station village hall with adequate lighting

- Things are moving on and we should embrace change. More houses in the gaps along our streets so that we treat new homes as infill houses and do not end up with estates. And as I have answered in previous questions, make sure we have more paths, school places, lower speed limits and more children in the village.
- See separate additional comments re thoughts regarding Kimble Pasture land and density of houses for recent planning application
- Consider existing landscape and what effect new houses will have on it.
- Conservation of views around the new housing schemes
- Not blocking countryside views from other houses

Question 11 - Footpaths, cycle paths and bridleways

- Interconnect villages and hamlets with horse-riding and cycle paths/footways separate from roads/cars
- More footways and verges where they do not currently exist -thinning/removing roadside hedges if necessary
- Walkers' access to countryside
- Cycle footpaths providing safer travel and links to amenities
- B4009 at the Railway bridge needs walkway footpath. Possibly a roundabout
- Footpath for pedestrians near school - maybe a 1-way traffic system
- Create more off-road bridleways.
- Horses/riders!! More bridleways/reduced traffic/speed

Question 11 – Miscellaneous comments

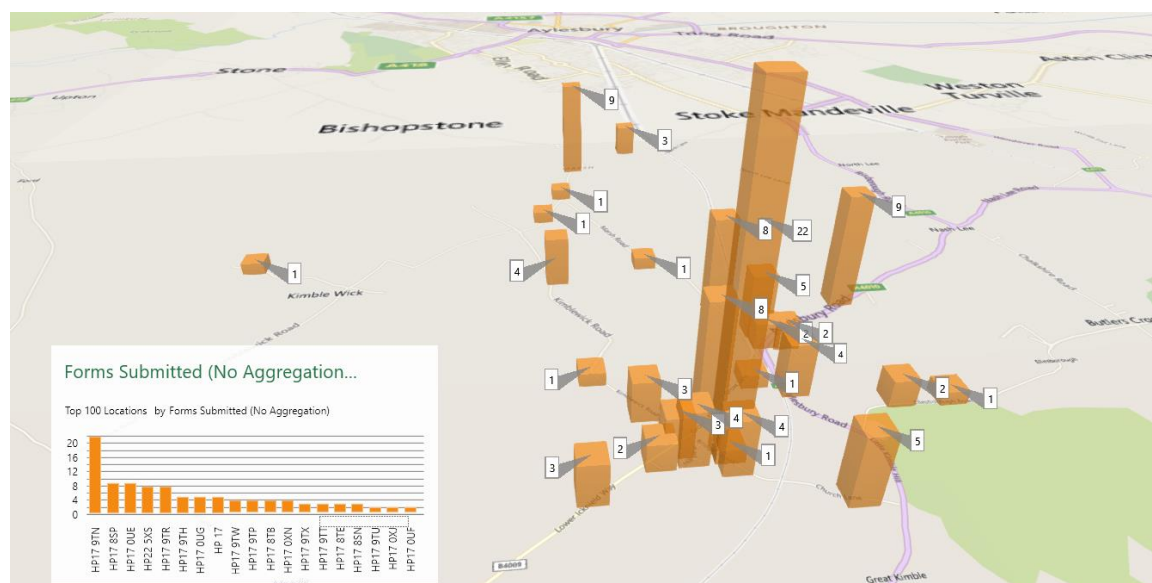
- Community infrastructure & resources
- As we are lucky enough to live in a pleasant area, it would be good if any development makes as little impact as possible on residents
- Would be concerned that this may affect views of the Chilterns
- Kimbles and Marsh should be left untouched, develop along already busyish main A roads.
- Any increase in population is bad for the environment - especially pollution from extra traffic
- Would not wish this to have a negative impact on drainage. Flooding is already an issue
- Increase the risk of flooding due to additional housing run off.
- Impact of flooding in Marsh
- Mains drainage and gas.
- Street lighting
- Light pollution
- The quality of the environment must be maintained
- Destroying rural way of life is always a backward step
- No more stupid decisions by WDC in granting a roadway near Pulpit Hill - keep conservation area
- Access to employment opportunities
- Fence in playground by Swan Pub
- Maintain and increase access/safety of children's playground
- Re-establish Neighbourhood Watch
- Security
- The current tenants

Appendix D Further comments and questions

- I feel this questionnaire is a waste of time and money as planning permission already applied for houses on Orchard field.
- "It is important that:
 - Residents within more highly populated parts of the parish do not skew voting or decisions (i.e. to the detriment of others just because there are currently less residents)
 - That applications made to build brand new properties, within the parish, are not just approved before the neighbourhood plan is fully developed
 - Timing - consideration needs to be given to when this extra housing should be built. The parish is likely to experience considerable disruption with HS2, plans to build in Princes Risborough and phasing of East West Rail."
- My concern is about flooding from any housing the west side of Marsh Road. My cottage which is Grade 2 listed and the oldest in Little Kimble is flooded with surface water, Brook water and water from soak always that run down the road from as far away as Grove Lane into the moat on the Book [Brook?], also piped water from the property opposite. The last time January 2015 the flood water surrounded the cottage for more [than] 24 hours before subsiding resulting in my walls needing repair which means I have to move out. At my age I feel unable to manage. [N.B. there are two photos attached to the questionnaire, illustrating the flooding that happened]
- Comments:
 - Has every parish this pro rata to bear please?
 - Can the cricket pitch be better utilised?
 - Main drainage need to be put on now for this area (HP17 8SN) and Marsh. Traffic calming needs to be provided now. HS2 and East West rail development structures and water dumping need to be tied in with drainage.
 -started married life at Little Kimble Caravan Park, it provided affordable stability and the opportunity of working towards purchasing own home. Have been travelling daily to this area for about 40 years....
 - Attention paid to HS2 and East West Rail plans to work together for best results.

Additional comments and pictures have been scanned in (9 pages).

Appendix E – Illustrative map showing number of questionnaires returned by postcode



Name	Postcode	Forms Submitted
HP17 9TN	HP17 9TN	22
HP17 0UE	HP17 0UE	9
HP17 8SP	HP17 8SP	9
HP17 9TR	HP17 9TR	8
HP22 5XS	HP22 5XS	8
HP17 0UG	HP17 0UG	5
HP17 9TH	HP17 9TH	5
Other	HP 17	5
HP17 0XN	HP17 0XN	4
HP17 8TB	HP17 8TB	4
HP17 9TP	HP17 9TP	4
HP17 9TW	HP17 9TW	4
HP17 8SN	HP17 8SN	3
HP17 8TE	HP17 8TE	3
HP17 9TT	HP17 9TT	3
HP17 9TX	HP17 9TX	3
HP17 0RA	HP17 0RA	2
HP17 0UF	HP17 0UF	2
HP17 0XJ	HP17 0XJ	2
HP17 9TU	HP17 9TU	2
HP17 0XH	HP17 0XH	1
HP17 8SR	HP17 8SR	1
HP17 8SS	HP17 8SS	1
HP17 8SX	HP17 8SX	1
HP17 8TD	HP17 8TD	1
HP17 9AL	HP17 9AL	1
HP17 9TE	HP17 9TE	1
HP17 9TN	HP17 9TN	1
HP22 5XT	HP22 5XT	1