

Loxley Parish Plan 2005

The Fox - 2005



*The views expressed by local residents
of Loxley, Warwickshire.*



Loxley Village from the south.

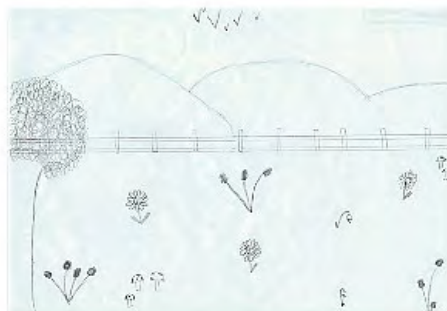
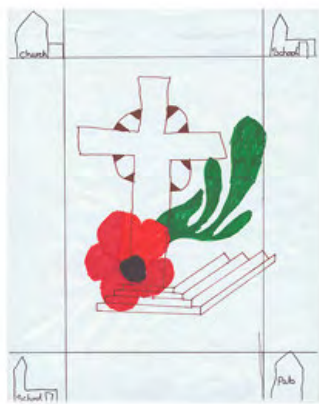
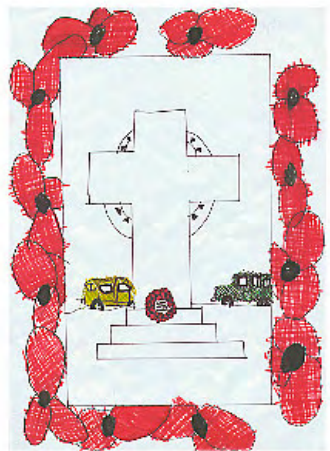
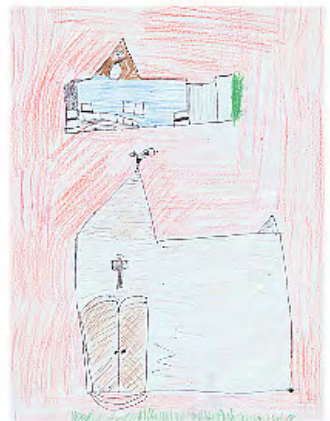
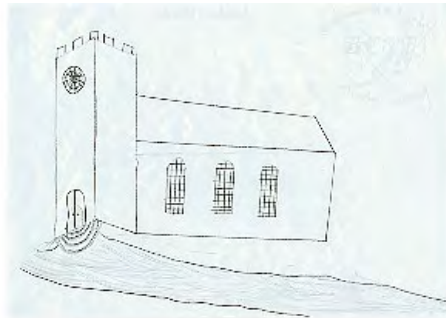
Loxley Park from the southeast.



Supported by:

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How the children of Loxley Church of England Community Primary School saw the village in early November 2005 when thoughts were on the Remembrance Day commemoration at the War Memorial. The peace after the war is linked with the peace of the rural environment, the school is linked with the church, and the past is linked with the present.

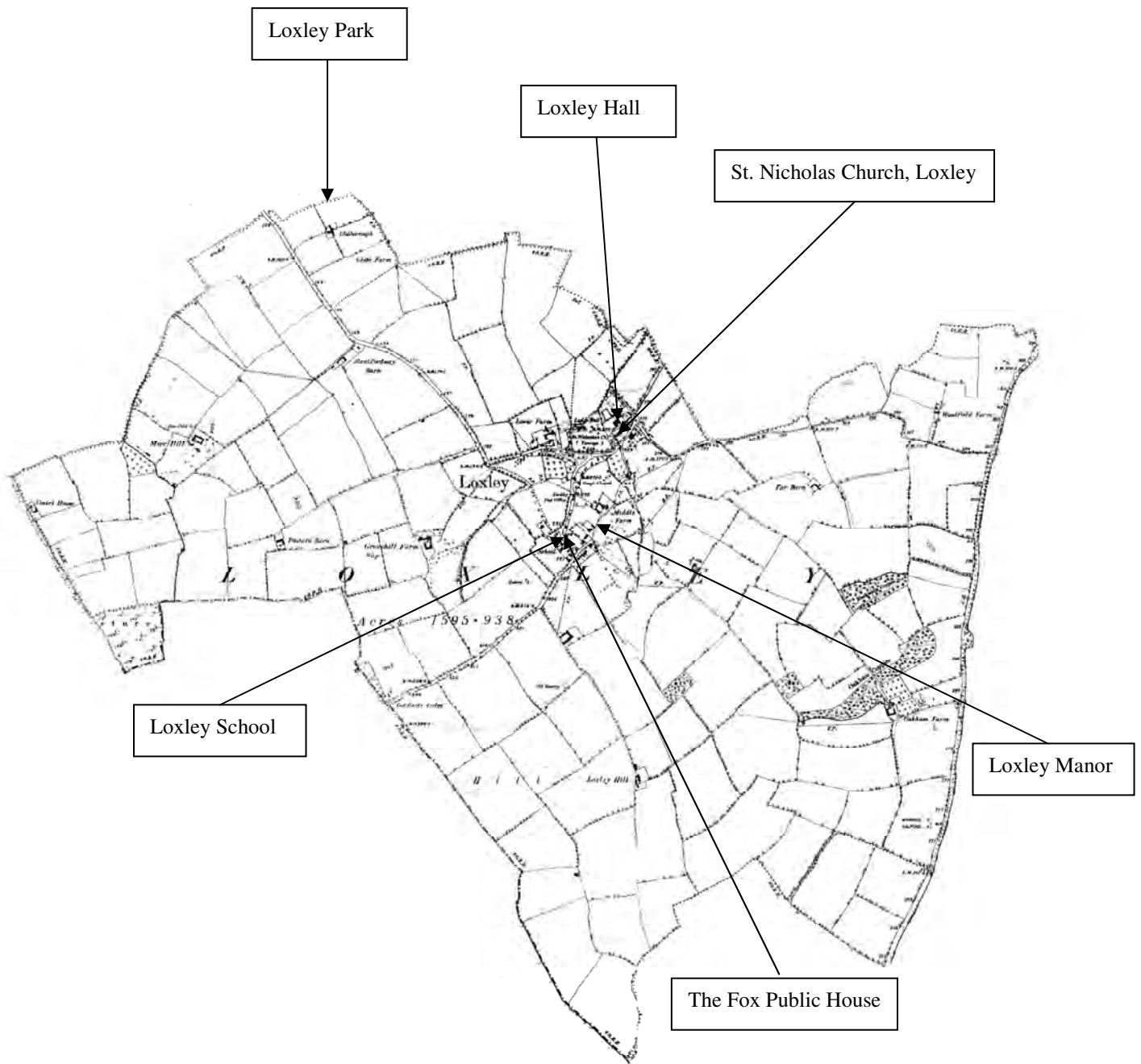


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Places mentioned in the report shown on a 125 year old map of the parish of Loxley – apart from the arrival of Loxley Park and more houses in the village, very little has changed. Without the colour and clutter of a modern map the field system that was known to our ancestors at least four hundred years ago can be clearly seen. With our neighbours cut away, the parish is almost heart shaped – a symbol for a community that is in good heart.

1. Executive summary

Loxley, a rural community four miles south east of Stratford-upon-Avon in the county of Warwickshire, had 338 residents and 130 residential households in 2001.

- The Loxley community had two main objectives in making a Parish Plan: first to determine what are the residents' priority needs and, second, to help ensure that we are involved centrally in future decisions affecting Loxley.
- Following discussion at the Annual Parish meeting in April 2004 it was decided to organise a community meeting in May to agree an approach for preparing a Plan and to make an initial list of possible priority topics for inclusion. This meeting agreed to the formation of an informal planning group – open to all Loxley residents – that would organise the preparation of the Plan.
- The views of the community were sought through informal discussions, community meetings, and the distribution of questionnaires to all households in the parish. The survey was completed for 105 households (66% of the total) with additional responses from 50% of the youths and 86% of the children. Some of the responses provided clear and unambiguous guidance for the plan authors but others required clarification and were investigated by focus groups. These were:

Road Safety	Community Playing	School/Pre-school
Aircraft Noise	Field	Social Events
Footpaths & Bridleways	Utilities	Crime
	Transport Links	

- The Plan document presents action plans based on the views of the community and the conclusions of the focus groups. It will be offered for approval by the community at a meeting on 7th November 2005.
- The things that people like most about living in Loxley are the natural environment, local walks, and accessibility. Things that are liked least are speeding traffic, unreliable electricity supply, and air traffic noise. The positive view about the natural environment is confirmed by the rejection of further house construction. The lack of affordable housing was ranked eighth in the list of things people liked least about living here but was the preferred alternative if more construction is necessary. The community was overwhelmingly in favour of a Parish Information Pack which is already in the final stages of preparation.
- The Parish Council has assumed responsibility for taking the action plan forward. Working parties of residents have initiated some of the agreed actions and the local authorities are actively involved with regard to legal aspects. In addition to activating residents where possible, we are seeking grants and other financial assistance for carrying out those plans that require capital expenditure. Loxley residents have agreed that the progress of our action plans should be reviewed bi-annually so that any necessary changes can be agreed.
- The Loxley community is grateful to the Countryside Agency for providing the grant that enabled this Plan to be completed.

Our vision for the Parish of Loxley is a community where people can be happy with their environment, facilities and lifestyle.

2. The background to the Parish Plan

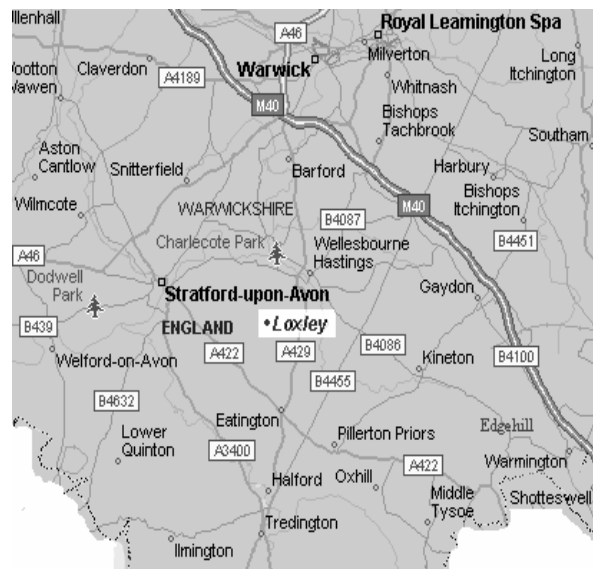


**Warwickshire County Council
Administrative Districts.**

Loxley Parish Council has believed for many years that the parish would benefit from developing a comprehensive statement on the views and aspirations of its residents. There have been previous government initiatives to encourage the preparation of parish appraisals, parish surveys, village design statements, and housing needs surveys but the timing has never been right for Loxley, and sufficient guidance and support were not available. Following the initiative of the Countryside Agency and backed by essential funding, a group of volunteers was keen to take on the challenge of preparing a Parish Plan with the Loxley community.

Preliminary informal discussions within the community were encouraging although some held the view that it had all been tried before and would never be finished. The volunteers, with strong support from the Parish Council, decided to form a Parish Plan Group that would canvass opinion within the community, analyse the results and prepare a report.

The interim conclusions of the Plan Group were frequently discussed with the community. The views that are summarised here faithfully reflect those that have been expressed by the Loxley community. The report presents the preferences of the residents and will be a valuable reference document for the Parish Council and the officers of the District and County Councils.



**Communities in Warwickshire
around Loxley**

We expect these views to be reconciled with the existing and future plans for the wider area, such as the current structure plan, and commend the proposals to those who take on elected responsibility for Loxley.

3. Profile of Loxley

Location

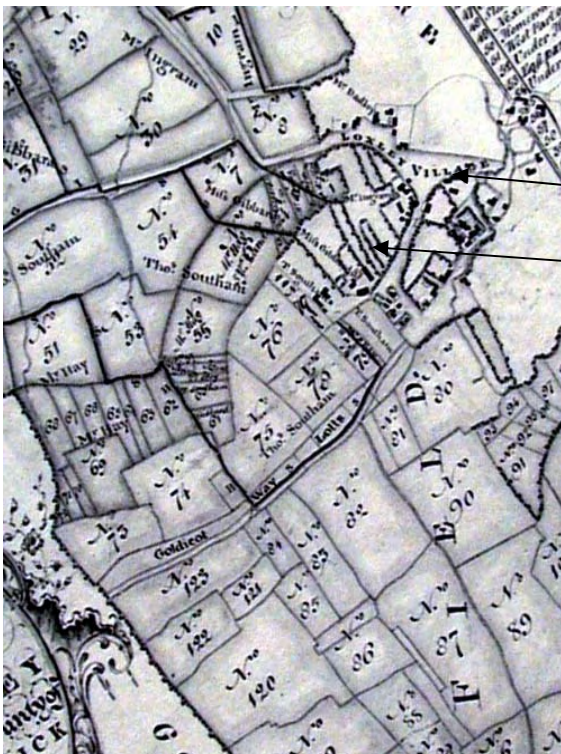
The Parish of Loxley in the Stratford on Avon District, South Warwickshire, is comprised of nearly 1600 acres (645 hectares) of fields and woodlands with two residential communities and scattered farms. There are 159 homes (an increase of 29 since 2001) and a population numbering 338. The Stratford on Avon District Council is responsible for the provision of services to residents, businesses and tourists, and administration of the largest district in the County of Warwickshire. The main town in the district is Stratford-upon-Avon and the other main centres of population are Alcester, Henley, Kineton, Shipston-on-Stour, Southam, and Wellesbourne.

The village at the heart of the parish is four miles south-east of Stratford upon Avon and six miles from Junctions 13 and 15 of the M40 motorway.

Historical Development

Loxley probably began as a clearing in the woodland near the bottom of the hill that runs west from Wellesbourne on the south side of the river Avon. Here the soil was fertile; there was fresh water flowing from a spring down the hill towards the present site of the Church and Loxley Hall; and there was wood for heating, cooking and building. The settlers prospered and in the late 8th century King Offa of Mercia gave the settlement to the fledgling Cathedral at Worcester. A new owner, the Count of Meulan, came with the Norman Conquest and in 1086 the Domesday Book records a thriving agricultural community with a resident priest. Later, ownership of much of the Parish passed to Kenilworth Abbey and red sandstone from Kenilworth was used in the construction of a new church on the ancient foundations of the Anglo-Saxon Church. Bishop Godfrey Giffard consecrated the new building on 7th July 1286AD. The church was re-built again in the 1750s but retained many of the older features, such as the herringbone stonework at the east end.

When Henry VIII ordered the confiscation of the property of the abbeys and monasteries in 1538, Robert Croft was the tenant of Loxley Manor. Ownership of the manor soon passed to the Underhill family and over a century later, in 1664, to Edward Nash of East Greenwich when it was specified that the purchase was to include all the land that had been known as Croft's Farm. Over 400 hundred years after he died, Robert Croft's name is still to be found in the names of houses and fields in the parish.



This map was drawn in 1758 for the Inclosure Commissioners.

The village clustered around Old School Lane opposite the church.

Croft's Farm was on the higher ground above the village.

The medieval village in the valley was later abandoned and new houses were built on the higher ground. By the middle of the nineteenth century the former parish lands were divided between seven farms which produced wheat, beans and peas and raised sheep and other livestock. Agriculture continued to dominate local employment and provide most of the jobs well into the twentieth century. By 2001 only fourteen people were employed in agriculture. The community has welcomed changes that it considered desirable; the village has had a school since before 1841 and by 1910 the majority of the homes (52 out of 59) received water which was piped from the village spring.

The parish retains much of its rural charm; farm carts have been replaced by cars and vans (245 of them in 2001) and agriculture is no longer the dominant employer. The Church still stands on the site given by King Offa and now has a ramp to provide access for the disabled. The pub and the school have survived on their present sites for over 130 years. Other proposed changes, such as street lighting, have been resisted and the loss of the two village shops and post office are greatly regretted.

Loxley Today

While socially and economically there is much that has been transformed, the natural and built environment has been largely conserved. The patchwork of fields, woodlands and hills may not be of outstanding natural beauty but are extremely attractive. Part of the parish has been designated as an Environmentally Sensitive Area and the meadow by the church, where the ancient ploughed strips can be seen, is a Site of Special Scientific Interest.

St. Nicholas Church, Loxley Farm and the Old Vicarage are listed structures but Loxley Manor, Loxley Hall, the school and The Fox public house are also of considerable historic interest.

St Nicholas Church - eighty years ago.



As evidenced in much of the community consultation work the environment is attractive and valued by residents. Loxley is also unusual to the extent that for a relatively small community it has managed to retain important community assets. While the shop and post office have long since gone, the community has retained the local public house, the community school, the playing fields and the church. These community assets have helped in establishing a close knit-community, which in turn has been important in ensuring the continuation of these assets. This is evidenced in a variety of ways, from successful campaigns to fight the closure of the school, to continuing fund raising events (such as the Loxley Strawberry Fayre) to support of the church and measures to retain an independent Parish Council.

This is reflected in our survey of the Parish which indicated the significant use of local facilities: 91% using the local pub (23% regularly), 85% using local footpaths, 81% attending the Strawberry Fayre, 65% using the Church, and 62% the playing fields. Remarkably similar numbers (76 / 77%) identified the church or school respectively, as being either very important or important to the local community. The high regard in which the church and school are held by the community at large, not just those who use them regularly, will not surprise local residents.

Perhaps one of the defining features of more successful and vibrant small communities is the extent to which they have assets capable of generating non-local visits (i.e. the extent to which they are trip destinations rather than the trip starting point, the latter evidenced by the many commuter villages - largely dormitory areas - housing people who live, work and socialise by and large elsewhere). To this extent Loxley can be regarded as a 'vibrant' local community and this, with its natural and built environment, has made it an extremely attractive place to live. Perhaps not surprisingly, taken in the context of its location and wider national changes, the parish has experienced strong growth pressures and relatively rapid development in recent years.

Key factors underlying these strong growth pressures include:

- National demographic growth and the growth in single person households (and hence demand for housing)
- Strong national economic growth in part based on high levels of consumer spending and growth in the housing market
- The attractiveness of Stratford in quality of life indices - employment, environment, education, etc.
- Proximity of Loxley parish to Stratford and importantly Junctions 13 and 15 of the M40 motorway
- Substantial changes in labour markets with the decline of the 'local economy' and the growth of (frequently long distance) commuting.

The latter is a particularly important point because it has meant that the relatively affluent have been able to live and work where they choose, generally trading off more time spent on commuting in favour of quality of life factors. Conversely, those on lower incomes (and specifically the poorest in society) have tended to become increasingly concentrated in urban areas - not least because that is where most social housing is provided and where employment is nearby. It has been estimated that public housing accounts for 14% of the stock in rural areas, but some 23% in urban communities.

In Loxley the effects are evident not only in terms of concerns regarding traffic and traffic speed (while most people work locally or from home, 5% travel an average of 59 miles) and strong development pressures. In the last five years around 50 new homes have been built, mostly on the site of a former milk collection and distribution depot. It has been accompanied by the movement to the area of the relatively affluent. The latter has in part been accentuated by the profitability of the residential housing market, especially in respect of larger homes. Increasingly, the community has become defined not by its economy but by its housing market, and more especially the predominance of larger 'executive style' housing which has determined who tends to live locally and who does not.

It is therefore perhaps not surprising to find the local demographic structure of the Parish - compared to that of the country as a whole - is on average slightly older (40 locally compared to 38.8 nationally) and has fewer young people aged 18-34 (16% compared to 22% nationally) who are more likely to suffer from the problem of housing affordability. Indeed in a recent report by the Hay Group it was estimated that the average house price in Stratford costs 12 times residents' average salaries. Moreover, the report indicated that Stratford is one of the hardest places to buy a home outside the South East (*Home Truths: Pay and Property in the UK*, Hay Group, 2005). There are also fewer very elderly people (75+) most probably reflecting mobility issues of this group in combination with the lack of local services and need to own a car to visit key service centres.

In summary, Loxley is a relatively stable community with over 49% of residents having lived here for over 10 years and two-thirds indicating that they do not envisage moving. It is predominately an affluent, IT literate (76% of residents have Internet access) and environmentally conscious community (with rates of recycling approaching 84% for certain items).

There has been significant growth and change within the community in recent years but it is clearly not true to say this has resulted in the locality becoming another commuter village. The Parish Questionnaire indicates that the local economy is strong and although agricultural employment has declined, nearly half of the respondents (47%) work locally with only a minority (around a fifth) working in the conurbation or beyond the region. Around 21% are either employers or self employed, compared with just 8% nationally.

Change presents new challenges to the community (for example in terms of integrating new communities such as Loxley Park and recent in-migrants to the area, or maintaining essential public services for local people that are very dependent on them), but it also provides new opportunities – providing new jobs, local spend and potentially new skills and energy to help tackle local issues that have been identified by the community as important.

Most people like living here because of the rural environment with retained traditional institutions, the church, the school and the pub. The things that worry people most are fast traffic, unreliable electricity supply, noise from small aircraft and helicopters and too much inappropriate housing development. Young people expect to move away from the area because of property prices and the lack of employment prospects but young families are moving into attractive new and renovated homes.



The Fox Inn - eighty years ago.

4. The process

The parish council discussed commissioning a Parish Appraisal some five years ago but felt that the process that had to be followed was not appropriate for a small village. When the Government launched the Parish Plans Initiative, it was felt that it might work for our parish and Steve Patalong, of the Countryside Agency (now Warwickshire Community Rural Council), was invited to explain the process to the Annual Parish Meeting in April 2004.

Following that meeting, Peter Morris, Chairman of the Parish Council, invited a number of interested people to the Parish Council meeting in April 2004 with a view to agreeing procedures and forming a Steering Group. Mick Nightingale agreed to co-ordinate the Group.

The first meeting of the Group was arranged for 15th June 2004 and invitations to attend were passed on by word of mouth and the parish notice boards. At this meeting Wendy Gadd was invited to be the Group Treasurer, with the key tasks of establishing a budget in consultation with Geoff Webb the Parish Clerk, and controlling and monitoring expenditure by the Group. Mike Gadd offered to act as Secretary to the Group.

The Group members agreed to ask their friends and neighbours what issues concerned them most. This enabled a list of topics to be presented at the first Community Meeting in the village school which was attended by thirty parishioners. More topics were suggested at this meeting and more people offered to join the Group as a result of these early consultations.

The outcome of previous discussions and actions by residents were reviewed including the local plan, aircraft flying pattern, footpaths, conservation areas, census material. The revised list of topics was used by Loxley residents Glynn Jones and Karen Holmes as the basis for a draft questionnaire. It was evident that some topics were of greatest concern to young people and children, so separate questionnaires for the two groups were prepared. The questionnaire for children was discussed with the staff at the village school who immediately asked to become involved in the process.

When the content of the questionnaires had been agreed by the Plan Group they were printed by Jane Sloan, another Loxley resident. In late October 2004, the questionnaires were delivered to every household by group members who offered to clarify anything that was not clear when the forms were collected one to two weeks later. Confidentiality was maintained by not asking for names or addresses on the forms and by ensuring that the collectors passed them to the Group Co-ordinator before they were analysed by Glynn Jones and Karen Jones. Completed forms were received from 66% of the households. The responses were keyed into a spreadsheet by Glynn and Karen with some assistance from Wendy and Mike Gadd. Karen consolidated all of the responses and with the assistance of Glynn wrote the full and summary analysis reports.

Early in February 2005 the results of the survey were presented at a Community Meeting and it was agreed that clarifying the nature of the perceived problems and formulating solutions would require the effort of several Focus Groups. Ten groups were eventually set up and worked to a common set of guidelines (Appendix 3). Regular meetings of the Plan Group ensured that problems could be addressed by the group rather than individuals. The Focus Group reports were completed by July 2005 and work on writing the Parish Plan Report commenced. After many revisions the report was published in November 2005.

Calendar of Activities:

Date	Event
15/06/2004	First Group Meeting
08/07/2004	Flyer for 1 st Group Meeting prepared.
10/07/2004	Display to promote the Parish Plan at the Strawberry Fayre.
15/07/2004	Group Meeting – Agenda & Minutes. Terms of Reference for Planning Group agreed.
17/07/2004	Draft Budget agreed.
02/09/2004	Programme for Planning Group prepared.
03/09/2004	Flyer for 1 st Community Meeting distributed.
16/09/2004	1 st Community Meeting. Proposed Key Points Questionnaire presented.
27/09/2004	List of Topics Raised at Meeting circulated.
30/09/2004	Group Meeting – Agenda & Minutes. Programme revised.
04/10/2004	Draft Questionnaire prepared.

11/10/2004	Group Meeting - Minutes
13/10/2004	Finalised Questionnaire
16/11/2004	Group Meeting – Agenda & Minutes
27/01/2005	Group Meeting - Minutes
09/02/2005	2 nd Community Meeting – Presentation of Survey Results
16/02/2005	Group Meeting - Minutes
20/02/2005	Focus Group Flyer prepared.
22/02/2005	Focus Group Guidelines
22/03/2005	Group Meeting - Minutes
22/05/2005	Focus Group Reports target date.
20/06/2005	Group Meeting - Minutes
07/09/2005	Draft Plan Report discussed.
04/11/2005	Parish Plan Report published.
07/11/2005	3 rd Community Meeting

5. Perspective

To an artist, perspective is a way of expressing three dimensional objects in two dimensions. This section shows some of the difficulties that the Plan Group faced in expressing hundreds of views in a single plan. Quotations that are not otherwise acknowledged are taken from the parish survey. Most of the members of the Group have stayed with the process from beginning to end and whilst not complaining about the tasks that they have been asked to undertake, will probably agree with W. Somerset Maugham's observation 'It is a great nuisance that knowledge can only be acquired by hard work' (*TEN NOVELS AND THEIR AUTHORS*, 1954).

- Views on how life should be in Loxley were offered by eight people aged over 75 and seven children under the age of 6. In the 104 households that completed survey forms there were 285 people with an average age of 40.
- Whilst only 10% said they attended the church regularly, only 35% said they never attended.
- The issues range from 'controlling development' to 'dogs fouling pavements and footpaths'. Among the comments were "Loxley does not have the facilities to sustain any increase in new houses", "a major reason for coming to live here was the relative (small) size of Loxley", "my children could never afford to buy a property in their village", "stop allowing monstrosities to be built" and "knowing where they [litter & dog waste bins] are!".
- 85% of respondents use local footpaths and the natural environment was top of the list of things people like about living in Loxley. It was clear from the comments that these facilities are used: "most of footpaths are overgrown", "regular cutting of nettles", "footpaths around ... are dangerous because the farmer totally ignores them, ploughing & planting over them and not leaving enough space when installing electric fence".
- "Out of the mouth of babes and sucklings thou hast perfected praise" (Matthew 21:16.) These are comments from children: "I don't know of any bad things about Loxley", "It's fun living here", "I'd like to ride my bike with my mum but the cars go too fast on the road", "I've lost two cats which were run over!", "I love the views and most of my friends live here", "I enjoy living in Loxley – it is so small". And they know what they want: "better park", "bigger football pitch and goals", "having shops in the village", "cycle paths", and "space for roller skating".
- The teenagers (under 18) also expressed their views: I would like "a small shop and cheaper pub", "bigger football pitch", "clearer footpaths", and "a youth club". Their reasons for leaving the village were: "houses are too expensive for first time buyers", "there is no shop & not much to do", "I would probably move away to compare Loxley with somewhere

else", "my career prospects would be greatly improved if I moved away from this area ... I feel it is far too noisy due to certain 'boy racers' constantly disturbing the peace", and "there is nothing to do, don't get on with the children, the village is too small". There were positive comments too: "if you choose to live in a small village such as Loxley you should not expect facilities" and "Loxley is a very small village but nice to live in".

- The village school provides the primary education for nearly half of the children who live in the village and over one third of those in the whole parish. It is a small school with big ambitions and high standards. Many of the children go on to County schools and colleges: King Edward VI in Stratford, Warwick Boys



School, Stratford Grammar for Girls, Kineton School, Warwickshire College and Stratford College.

- The 'hottest' topics were Aircraft Noise, Speeding Traffic, Play Area, Power Cuts, and Development – all of which are considered in detail in Section 6. Comments include: "noise from aircraft is so bad at times we are considering moving", "enforce current speed limit", "play area is an absolute disgrace", and "keep it as it is – we love it".
- The odds against a group of people, unaware of the skills and strongly held views of others in the group, working together to discover what the community wanted, must have been overwhelming.

6. Subject Areas

Introduction

To simplify this report the results of the Community Survey and matters that were raised at Community Meetings are grouped under a twelve headings - arranged alphabetically, not in order of relative importance, with a miscellaneous section at the end.

6.1 Aircraft Noise

The current situation

In the Loxley Village Survey Aircraft noise came 4th in the list of things people didn't like about living in Loxley.

Wellesbourne Mountford Airfield

- Located some 2 miles from Loxley Village, developed in 1940 for military purposes, deactivated in 1964 and the land sold back to the pre-war owners.
- Licensed in 1981 for commercial activity and used by a number of Flying Schools since then.
- In 1992 a Helicopter Sales and Training Company was established at the Southern end.
- There are approximately 60 fixed wing aircraft resident on the airfield and 20 helicopters.
- The principal runway is North-South 900 metres in length; the shorter East-West runway is only used very occasionally.
- The airfield is a category 1 airfield with advice provided from the control tower, and an emergency fire and paramedic service from a team of 2 (Higher category airports, such as Birmingham and Coventry, operate full commercial flights).
- The aerodrome operates a flight information service and does not have radar coverage. In common with all other airstrips, there is a specified landing circuit that resident and visiting aircraft are required to follow.
- There have been many meetings to review airfield activities in recent years by representatives from Charlecote, Loxley and Hampton Lucy Parishes, together with various Government consultative documents on aircraft noise and other concerns; these are available for review on request.

The Focus Group has assessed the current situation by meeting with the airfield Owners and Operators.

AIRFIELD MAIN OPERATOR - Mr. Michael Littler – Fixed Wing Aircraft

Peter Gregory-Hood and David Brazendale met with Mr. Littler on 28th March 2005. Mr. Littler advised the following:

- The basic circuit pattern of the airfield is mainly for aircraft to take off in a southerly direction, climbing over Wellesbourne woods to a height of 1000 feet to Ettingley Farm, skirting Loxley Village centre to the south east. If doing training for landings the aircraft should cross over Blue Lane before turning to descend for landing, thereby also avoiding Loxley centre. There should be no occasions when aircraft directly over fly any houses in Loxley.
- However both Mr. Littler and Mr. Jonathan Simmons in the control tower also confirmed that once pilots have taken off it is their decision and judgment as to where they fly. They will certainly make representations to pilots who persistently over fly the village or cut corners on the pattern, particularly those in the resident training schools on the airfield. They also advised that there are instances when wind speed and direction causes pilots to modify their take off and landing patterns.
- Flying Hours. There are 3 principal Flying Schools which operate some 14 Aircraft with flying hours from 9am to 5:30 pm daily. The greatest demand for training is at weekends and there can be 30 - 50 take-offs per hour around lunchtimes on Saturday and Sunday. The type and serial numbers of these training aircraft are available from Mr. Littler. Private owners make up the other resident Aircraft – these are used far less frequently and often for cross-country flights which cause less disturbance.
- Night Flying. There is limited night flying – mainly in the winter months on Thursday and Friday until 8 pm and Saturday until 7 pm as the main runway can be lit, but adverse weather conditions constrain such flying. Night flying normally stops when the clocks change for Summer time.
- Aircraft Noise. Very few private aircraft are fitted with silencers to reduce noise - older aircraft were not designed for these. Some very recent aircraft can be fitted with silencers and or different propellers (much aircraft noise is actually produced by the tip speed of the propeller). For the majority of older aircraft it would be very expensive to convert to the latest standard – only 1 aircraft at Wellesbourne is known to be fitted with this.

HELICOPTERS – Mr. Mike Smith - Heli Air Limited

Peter Gregory–Hood and David Brazendale separately visited Mr. Mike Smith of HeliAir Limited to review Helicopter activity. HeliAir are Main Dealers for Robinson Helicopters which are imported, assembled and test flown by HeliAir but most new owners are not resident at Wellesbourne. There are approximately 20 private helicopters based at the airfield and 4 Helicopters used specifically for training with 5 qualified instructors.

- **Flying Pattern.** The Helicopters do not have a ‘fixed’ or recommended circuit pattern as much of the training takes place on the southern edge of the airfield (take-off, hover and control). Where longer flights are required these take place to the west of Loxley (never over the village centre) and can be varied dependent on wind speed, direction but also preference and as directed by the helicopter operators.
- **Height is normally 700 feet for local flights to avoid interference with fixed wing flights. Flying hours for training are as per fixed wing 9am – 5:30 pm daily.**
- **On a follow up visit to Heli Air in late October, Mr. Smith said that the Aircraft Noise Group should contact three organisations who are responsible for low level flights over Loxley:**
- **RAF Shawbury (Joint Services Helicopter Training Establishment).**
- **EMS Helicopters, Coventry.**
- **Police Helicopters (probably based at Leek Wootton).**
- **Peter Gregory-Hood agreed that the Group would contact these three organisations.**

Recommendations

- **Aircraft owners and operators at the airfield were very aware of local aircraft noise concerns and very willing to do whatever they could to help reduce complaints and problems with residents of Loxley.**
- **This can include taking action against any operators or pilots who persistently cause concerns or over fly the village. Similarly the pattern of the helicopter flying can (and has been in the past) varied to create an agreed noise protection zone. In response to telephone calls from residents, Mr. Simmons in the control tower can make individual radio contact with pilots who are infringing the agreed circuit pattern.**
- **Given difficulties over primary legislation it would seem preferable to work together with the Local Authorities and the Airfield Operators to resolve any problems**
- **Neither Mr. Littler nor Mr. Smith foresaw any major expansion of current activities at the airfield, fixed wing or helicopter.**

Possible next steps, subject to further discussion, include the following:

- **Use the current Aircraft Noise Group to maintain an open dialogue with the airfield Owners and Operators (at least twice a year).**
- **Obtain details and registration numbers of training aircraft operated from the airfield and set up a monitoring activity by members of the group to record the incidence of over flights, excessive noise and disturbance. The Aircraft Noise Group should then report the outcome to Mike Littler.**
- **Airfield operators have been asked if they could modify the flight pattern over Loxley, so as to avoid all of the houses, and have agreed to investigate. The Aircraft Noise Group should monitor progress.**
- **Remind the community of the telephone number and complaints process with the airfield authorities.**

6.2 Crime

The current situation

Our perception of crime is likely to be influenced as much by national news and events as by actually what is happening locally. According to the police we have a very low (reported) crime rate in comparison with most towns and cities within Warwickshire.

Apart from motoring offences (see 6.7 Road Safety), there has been a recent increase in acts of vandalism within the village, and a circular from the parish council has made it clear that we should report these to the police, and not just accept them. Last year vehicles were stolen from Loxley Park, and houses broken into. So, we are certainly not exempt from crime.

It is always important to keep crime in perspective, and not to live our lives in fear of crime. But at the same time it is prudent to look at how we can make Loxley as safe as possible for the residents.

Recommendations

One of the few initiatives that are supported by the police for a village such as Loxley is the Neighbourhood Watch (NW) scheme. This already operates at Loxley Park and the police offer help in encouraging the residents to take a more active role in reporting crime. This support takes the form of literature, road signs, and email notifications to keep residents updated on local crime and advice. The Loxley NW would be best launched at a public meeting. The community beat officer and/or the community safety officer (PC Nick Stevens) should be at the meeting.

Residents should be asked to volunteer to act as 'deputies' for different areas of the village and there should ideally be at least 4, covering the regions of the village, plus a coordinator. A plan can then be developed between these individuals to 'sell' the idea of NW throughout the village. In Loxley Park householders were approached to sign up, either putting a flyer through the door or better still by speaking to as many residents as possible. On signing up, a resident can expect to receive the police email alerts, advice on how to report crime, an information leaflet and police NW stickers. It is also possible that the cost of House Insurance may be reduced.

At the meeting the police will also provide details of SmartWater (an invisible means of identifying personal valuables). This has been shown to reduce burglary crime as it is possible to trace stolen goods back to their original owners. (There is a cost of £11 for the kit.)

Once this initial meeting has been held, it takes about two weeks to register the coordinators to receive email alerts and obtain the stickers and leaflets.

An established NW scheme requires very little maintenance time. The infrastructure is, however, always in place to help and inform ALL residents should there be a local crime. The police alerts that are sent (either by phone or email) are generally local issues that will be pertinent to Loxley and the coordinators can simply forward these on to the households in their patch. Road signs at the entrance to the village can be installed and hopefully act as a deterrent.

6.3 Footpaths & Bridleways

The current situation

The parish footpaths, bridleways and roads were mostly defined by the Inclosure Commissioners in 1758. The assignment of the land for these 'rights of way' was accepted by the proprietors of the land at that time in exchange for the right to enclose their fields. Footpaths were set at four feet wide and bridleways about twelve feet wide. The parish footpaths have been important ever since - 85% of the people who replied to the survey (Question 8) said they used the paths and most indicated that they knew where the paths were and that they were aware of the Countryside Code (Question 13). Some concerns were expressed about difficulty of access and deficient signposting.

Members of the Focus Group walked the full length of each footpath in the parish, making detailed notes of their findings, assessing the state of repair of gates and styles, and identifying the need, where appropriate, for way markers. They also observed any obstacles that may cause difficulties along the footpaths.

Recommendations

The detailed findings of the Focus Group have been given to the countryside team in Warwick and the way markers are already being improved as necessary.

Information about where the footpaths are and how to use them correctly is being addressed by the Parish Information Pack (Question 18) which will include maps of all field footpaths and rights of way, and the current Countryside Code.

The only cost implication of these recommendations to the parish is the licensing and production of the maps because the way markers and Countryside Code are provided by the Countryside Agency.

6.4 Housing

The current situation

Question 30 of the Community Survey asked: If it could help retain, or provide more, facilities in the parish, do you think that allowing more homes to be built would be a good idea?

Of the 92 replies to this question, 17 (18%) were YES, 56 (61%) were NO and 19 (21%) were UNSURE.

There were 93 replies to Question 31, "What sort of additional housing do you think the parish needs?", of which 46% favoured affordable housing whilst 40% said no additional housing is required.

Question 31 also asked whether new homes should be for purchase or rent. For large homes and affordable homes there was a clear preference for homes that could be purchased.

Recommendations

The principal way in which local communities can influence the operation of the statutory planning process is through Village Design Statements. The aim of the statement is to describe the distinctive character of a village and its surrounding countryside, particularly the landscape setting of the village, the shape of the settlement, and the nature of the existing buildings. It is not about whether development should take place but how it should be done. This would meet the concerns expressed in the parish survey and would provide the Parish Council with clear and simple guidance for future developments which could be adopted as Supplementary Planning Guidance.

The number of homes in the parish has increased by 50 in the last ten years. The Parish Council and Planning Authority should resist proposals for building that would further change the nature of the parish (*see comments to Question 16 dislikes: Redevelopment of small cottages and Out of character expansion, and a clear wish for no new building, Question 30*).

As a separate exercise, the Parish Council should discuss with the Housing Enabler at the Warwickshire Rural Community Council, whether a Housing Needs Survey should be conducted.

Of the 73 households that expressed an opinion about the construction of additional housing, 56 were against any further expansion. In spite of this clearly expressed view, new building is sanctioned there is a preference for affordable housing rather than more large homes.

6.5 Parish Information Pack

The current situation

There is no single source of information about local amenities and services for newcomers to the parish. Equally when existing residents need to find amenities or services for the first time, e.g. as the children grow older or when the garden maintenance becomes too much for them, there is no obvious place to look for information. When asked five out of six residents said they would welcome an Information Pack.

Recommendations

The Focus Group working on the Parish Information Pack have collected information about the local amenities and services and are preparing the first edition for publication in the Autumn of 2005. Most of the information will also be made available on the village website www.LoxleyVillage.com.

6.6 Playing Field

The current situation

The playing field was given to the parish by a former parishioner under a deed of trust which constrains the ways in which the area can be used.

Feedback from the Adult and Children's surveys and from the village meetings emphasised a number of issues that relate to the Playground. The main concerns are the condition of the current equipment and a desire, particularly from the younger members of the community, to see an improvement in the facilities that are currently on offer at the playground.

Recommendations

6.6.1. Children's playground:

6.6.1.1. The grass has in the past been allowed to become quite long which adds to the feeling that the area is not cared for; we should therefore look into whether the grass can be cut more frequently in this area. This could be organised by the Parish council within 3 months.

6.6.1.2. The swings should be updated with new seats and the frames painted to make them look fresher. This could be undertaken by community members.

6.6.1.3. It is recommended that new equipment is purchased for this area. The priorities should be agreed between the Parish Council and the working group after they have sought ideas through Parish meetings, Grapevine (the parish newsletter), and the Parish notice boards. Once funding has been agreed for the fully costed proposals the target should be to complete the work within twelve months.

6.6.1.4. Consideration has been given to increasing the size of the play area, improving the ground cover, and renewing the bark chippings. However, it has been decided that this work should not be carried out until 6.4.1.3 has been investigated fully and when the options should be considered again.

6.6.2. Football Pitch:

6.6.2.1. It was agreed that the poles need painting as well as securing in their current position so that they are vertical. The dips under the goals also need to be addressed and it has been agreed to investigate alternative surfaces under the Goal posts. This activity could be undertaken by a community group and it was agreed that we should try and get the children of the Parish involved. This should be done within 6 months.

6.6.2.2. It was also agreed that we should arrange for the football pitch to be line marked and it will be investigated whether this can be done by the same working group.

6.6.2.3. It was discussed whether the pitch could be moved so that it is on a flat surface however it was decided that this would not be possible. It was also discussed whether there should be football nets and it was decided that this could be seen as a danger to smaller children as well as likely to be vandalised. The working group is investigating the possibility of erecting a solid barrier for a target goal in the playing field.

6.6.3 Long jump/ high jump:

6.6.3.1. This has not been used for a long time and is considered a health hazard. It should either be maintained and covered or filled-in. This will be decided in consultation with the Parish Council and the school. If it is decided that it is to be retained, then it will need to be determined whether the School or the Parish Council should be responsible.

6.6.4. Basketball net:

6.6.4.1. The post and basketball net should be repositioned as soon as possible and towards the top of the field away from houses and in such a position that a mis-throw does not result in the ball landing in the tennis court.

6.6.4.2. The position needs to be agreed by the Parish council and arrangements made for it to be re-installed with a suitable base, this should be done within the next 3 months.

6.6.5. Running track:

6.6.5.1. In addition to continuing the annual line painting on the running track the holes should be filled in. This can be either organised by the Parish Council, School or as a community project. This will depend upon the response and enthusiasm at the community meeting

6.6.6. Tennis court:

6.6.6.1. A private club operates the tennis court on land belonging to the Parish. The organisers have agreed that the court should be resurfaced within the next 12 months. The Parish Council have no direct role in the operation of the club but their requests are usually implemented.

6.6.6.2. We should also look at whether there is someone who can offer tennis lessons to the children in the Parish.

6.6.6.3. Following the discussions that have taken place during the preparation of this village plan the School have decided to make use of the Tennis court.

6.6.6.4. The fence will also be repaired and the tennis club must decide whether to leave the gate open and rely on trust or once again replace the lock.

6.6.7. Rough area just beyond the playground:

6.6.7.1. It was suggested that we look at building some mounds in this area so that older children can use this area for their bikes. The requirements for this would be a large amount of top soil and a large mechanical digger to assist the working group to make it suitable for bikes or go-karts.

6.6.7.2. This will be suggested to the community and if agreed a team of volunteers will be organised and funding from the Parish council investigated. The plan is that this will be completed over the next 12 months.

6.7 Road Safety

The current situation

The survey in December 2004 identified traffic speeding as the most important problem in the parish. There is a 30 mph speed restriction within the village and residents perceive that a significant portion of the passing traffic is exceeding this limit. In their own survey, children stated that they are reluctant to visit their friends in the village because of fears of crossing village roads. Similarly, Loxley Park residents are concerned at the high speed of much of the traffic passing the entrance to the development, which is considered to be a threat to people walking between the village and the estate. A focus group has been working to review the situation, assess past actions and make a plan for resolving the problem.

Recommendations

6.7.1. As soon as possible, a team of volunteers should:

- Clean surfaces of, and clear growth from around, existing speed restriction signs
- Place Community Action on Traffic Speeding (CATS) posters at village entry points and throughout the village
- Assist Stratford Police force with monitoring vehicle speeds (in accordance with established regulations)
- Request inspection of the positions of existing 30 mph signs to determine whether they might be sited to greater effect.

6.7.2 In the medium term, arrangements should be made for:

- Carrying out our own speed checks (under police guidance) and informing the community beat officer of the identification of speeding vehicles
- Improving visibility of existing signs, e.g. with red or yellow surrounds
- Moving restriction signs to give more notice to approaching traffic
- Constructing 'village gateways' (gates on the verge behind the Loxley village signs – possibly with flower boxes)

6.7.3 Future, possible actions if the problems persist include:

- Installation of additional speed 'reminder' signs (e.g., additional small 30 mph signs within the village) and/or 'please drive carefully through our village'
- Paint 30 mph signs on the road
- Installation of flashing 30 mph signs within the area of the existing statutory signs (this would require wind and/or solar power generators nearby to provide electricity)
- Installation of chicanes near to the speed boundary signs Goldicote Road (especially) and Stratford Road.

The actions in the first list have no significant cost implication for the Stratford-on-Avon Police and the highways authorities, and could be carried out by working groups. The second and third lists have cost implications which will be discussed with the relevant authorities. Funding for structural changes is limited but some grants are available.

6.8 School/Pre-school

The current situation

There are currently no arrangements for pre-school and after school care.

Recommendations

Mother and Toddler Group

- Loxley mothers with young children are keen to see a mother and toddler group in the village and the head teacher of the School would like to see this re-introduced. However, due to space restrictions this would have to be on the day that the Junior class goes to swimming lessons. The group would not need a person with any childcare qualifications to lead it nor would it fall under the OFSTED inspection scheme. However, a leader would be needed to organise refreshments, setting up and clearing away of equipment etc. and to promote the group locally.
- A successful group would be a good way of showing more parents what facilities the school has to offer and would help boost future numbers at the school.

Out of school club

- The formation of an out-of-school group is still under discussion. Government regulations require such a facility to employ qualified staff and be subject to OFSTED inspections.
- The Focus Group is to meet with a representative from the Sure Start programme. They are responsible for out of hours childcare provision. They will be advising on the suitability of the school building and will be able to identify any areas where there are weaknesses that would restrict the provision of a good service to the community.
- The Group is also looking into the possibility of obtaining a temporary building (POD) that could be used as a community resource. The PODs are free and grants are available to kit them out. They are really aimed at the young persons age group but could be used by different parts of the community.

6.9 Social Events

The Current situation

Loxley has never had a Village Hall (see 6.12.1) but for many years events have been held in parishioners' homes. These have included:

- WHIST DRIVES
- SKITTLES
- VILLAGE PARTIES
- FUNDAYS
- BREAKFAST PARTIES
- BARN DANCES
- HARVEST SUPPERS
- TREASURE HUNTS
- PICNICS
- CAROL SINGING
- WINE TASTING
- FETES
- HALLOWEEN PARTIES

And there have been external activities, such as:

- BLOSSOM TRIPS
- KEW GARDEN TRIPS
- MYSTERY TOURS
- STREET PARTIES
- PIG ROASTS
- BAR-B-QUES

Recommendations

People who regularly use the Pub, Church, or School are probably involved in planning forthcoming events but to ensure that the views of other parishioners are represented, a committee should be set up to meet the challenge of providing events for all of the community.

Current activities should be publicized more widely. These already include:

CHURCH	PUB	SCHOOL	PLAYING FIELD	OTHER
Strawberry Fayre	Darts Team	Bazaars	Bonfire Night	Womens Institute
Youth Group	Crib Group	Open Days	Tennis	Open Gardens
Services	Loxley Ladies	Parties	Sports Days	
PCC Meetings	Quizzes	Disco's	Childrens Area	
Church Flowers	Live Bands	Stars in their Eyes		
Maintenance	Laser shoots	School Governors		
	Fancy Dress	Parish Council		
	Clay Pigeon	Fundays		
	Ski Trips			
	Themed Meals			

6.10 Transport Links

The current situation

- Three Loxley Residents use the bus service regularly. One resident uses the bus to get to work.
- The scheduled service on Thursday afternoon and Saturday afternoon was stopped. Anyone requiring this service has to request the driver to make a detour.
- Any problems arising with the service are dealt with by phoning Johnson's, the operator. It has been found that Johnson's are very helpful when dealing with these calls.
- Concern has been expressed at the excessive speed of the buses travelling through the village by passengers and bystanders.
- When residents were asked about the current service they were generally satisfied but all agreed that it would be beneficial to have a more frequent service on Saturdays even if it was a minibus.
- We were asked to investigate the possibility of using another private bus service on Saturdays. Unfortunately it became known that Johnson's would withdraw their service to Loxley if we were to start using another operator.
- Currently the countryside bus service is being subsidised by Warwickshire County Council. This arrangement is due to be reviewed in June 2005. Warwickshire County Council was not prepared to comment on the likely outcome, but in late October the subsidised bus service was still operating.
- We learned that Redditch Borough Council run a very successful scheme called "Dial-a-Ride". This enables people who cannot use public transport to phone for a minibus to take them anywhere in Redditch. The service is available to take them to the dentist, the doctors, the supermarket or even to visit a friend. They have to give three days notice and currently pay £1.10 for each journey. Worcestershire County Council, as part of its responsibility to local passenger transport services financially supports Redditch Dial-a-Ride.

- Until April 2005, Stratford-on-Avon District Council provided tokens for local pensioners to be used on the bus or towards a taxi fare. This scheme was discontinued and the Council has no plans to replace the amenity.
- School Link buses are owned by Central and South Warwick Transport Dept and leased to Johnson's for the school bus trips.

Rationalisation is scheduled for June 2005.

Recommendations

Review the options again when details of Local Authority review are known.

Discuss with Stratford-on-Avon District Council what support is available for locally run transport schemes.

6.11 Utilities

The current situation

6.11.1. BACKGROUND

6.11.1.1. In the survey Loxley residents put the frequency of electricity cuts as the second most disliked aspect of living in Loxley. The lack of a mains gas supply came in at a close fifth and amongst the group of 'other' dislikes nestled complaints about the supply of water to the village.

This section of the report sets out the nature of each of these problems, outlines potential solutions to each of these (where possible) and the process that residents should follow to register their complaints with the relevant organisations to enable a resolution to be achieved.

6.11.2. PROBLEM DEFINITIONS

6.11.2.1. WATER

In the survey the supply of water to Loxley was identified as one of the least important dislikes. The survey did not precisely identify a common complaint affecting most residents. However, anecdotal evidence suggests that some residents do have water low pressure, and others have high water pressure. There also appears to be no real evidence to suggest that water pressure is only satisfactory in certain locations of the village. Indeed, on the same street neighbouring residents experience a large variance in the pressure of the water supplied between their premises.

Severn Trent Water Authority do not accept there is a general problem but have from time to time raised the pressure in response to complaints and reduced it when excessive leakage has occurred.

It is considered that this problem can best be tackled by groups in the affected neighbourhoods.

6.11.2.2. ELECTRICITY

In the survey residents categorised the problems with the electricity supply as "frequent power cuts". However, closer scrutiny and more detailed questioning found this not to be the case over the last two years where the power supply does not appear to have been unduly intermittent. Unplanned power outages over this period affecting a large proportion of residents at the same time numbered between 3 and 4. Even then these were not for periods much in excess of two hours. Short interruptions that affect clocks, timers, and security lights were also reported. This has made it difficult to precisely define the problem residents believe exists and to produce an action plan accordingly.

However, it was possible to form a view that persistent and frequent power surges and sags do affect the village. Anecdotal evidence suggests that residents of Loxley have noticed a disproportionately high rate of failure of domestic light bulbs, which might be related to the degree and frequency of power surges and sags.

6.11.2.3. GAS

Mains gas is available in Loxley Park but not within the village and outlying areas.

Recommendations

6.11.3. The utilities must be addressed on an individual basis.

6.11.3.1. Water

Given the difficulty in being able to precisely define the problem that affects the village or particular parts of the village, or Parish, the utilities focus group suggests that neighbourhood groups raise their particular issues with Severn Trent Water. To help residents appendix 1 to the Utilities Focus Group report includes information on how to make a complaint to Severn Trent Water. This appendix also includes information on the service standards Severn Trent Water expects to meet, including the quality of supply criteria and the time it expects to take to reply to your particular complaint.

By raising individual concerns with Severn Trent Water it may be possible for it to identify common complaints that it may 'engineer' out in the future. Alternatively, it may be that Severn Trent Water can trace certain problems to the age or serviceability of an individual water supply pipe.

6.11.3.2. Electricity

Being unable to reconcile the survey results with the recent experience in the reliability of the power supplies to the village has made it difficult to propose a plan of action to solve defined problems.

However, like all electricity distribution network operators (“DNO”), Central Networks (West) has a legal obligation to supply electricity to particular quality standards set out in the Electricity Quality and Security of Supply Regulations (“the regulations”). The regulations set out the frequency and voltage that electricity should normally be supplied to consumers. Coupled with this the electricity and gas regulator Ofgem has put in place a series of standards of service that all DNO’s are expected to achieve. The relevant sections of the regulations and the standards of service are set out in appendix 2 to the Utilities Focus Group report.

Where Central Networks fails to meet these standards of service or to supply electricity to the quality defined in the regulations then consumers may be entitled to compensation. Details of this are also set out in the above appendix.

To assist those residents that believe their supply of electricity is not in accordance with the regulations, or that Central Networks has failed to meet its service standard, then details of the complaints procedure and contact information is also given in the above appendix.

6.11.3.3. Gas

The nearest suitable gas main to Loxley village is at Loxley Park, approximately 1.2km from the village. A gas main laid along the main road through the village and including branches to side roads would have a total length required of about 2.2km. This would provide sufficient mains infrastructure to make mains gas supply possible for most homes in the main village.

Being an existing village with limited new housing, extending the mains gas network is more expensive than extending the network to a new housing estate. It is therefore unlikely to happen unless a sufficient number of residents are prepared to pay for the network to be extended. This is known as an infill scheme.

In a recent report by the Department of Trade and Industry (“DTI”) extending the mains gas network was considered as one of the solutions to reducing so called fuel poverty. However, whilst mains gas is cheaper than almost all other domestic fuels the DTI concluded that in the short term there could be more immediate benefits from improving insulation of homes. In the same report the DTI estimated the connection costs to be between approximately £700 and £2500 per household for communities with less than 150 houses being no more than 2km from the nearest suitable main.

That said, where homes already have adequate insulation, there are clear benefits of heating homes using mains gas. The key issue for Loxley residents is how many, over a concentrated area, will be willing to commit to paying for, or at least contributing to the cost of, extending the mains gas network?

The process for achieving an extension of the mains gas network requires Loxley residents to band together and approach an independent gas transporter (“IGT”) for a quotation to lay mains and services to those residents wishing to acquire a mains gas supply. A list of IGT’s and contact details is set out in appendix 3 to the Utilities Focus Group report. Following the installation of the infrastructure each resident must then find a licensed supplier to supply them with gas.

It must be noted that it is difficult for IGT’s to coordinate activities from a number of individual applications. Instead IGT’s prefer a single point of contact and this will necessitate community action.

Following discussions with IGT’s the process set out below should provide IGT’s with enough information to provide a firm quotation to extend the mains gas network for residents:

Obtain 1:1000 maps for the route from Loxley Park up to and including Loxley village;

Write to each household in Loxley to determine how much they would be willing to pay for the mains gas network to be extended. The collated information would then be provided to the IGT’s requesting quotations for the installation of mains and services to the households that have expressed an interest. The prices should include the cost of excavation and reinstatement of the public highway

The utilities focus group recommends that the Loxley Parish Council initiate this activity, subject to approval by the community.

6.12 Miscellaneous Items

This section covers other matters of concern that were discussed by the Plan Group but were not allocated to a focus group.

6.12.1. Village Hall

The survey asked whether, if it could be financially viable, there should be a village hall. Of the responses 58% were in favour, 16% against and the rest unsure. Many years ago a farmer in the village, Fred Woodley, purchased a World War 1 hospital hut, set it up in Loxley and allowed it to be used for occasional village functions, such as dances. During World War 2, when housing was in short supply, it was made habitable and it was eventually demolished in the 1990s. The village school is now used for meetings but as a result of recent changes to provide separate facilities for the older and younger children, it can now only accommodate a meeting of about 40 adults. The Parish Plan group have not been able to find a way to meet the capital or running costs of a suitable hall.

The Parish Council should continue to seek ways of addressing the clearly expressed view of the community, particularly if the number of residents continues to increase. The Village Halls Advisor at the Warwickshire Rural Community Council should be consulted.

6.12.2. Environmental Services

Of the 94 people who expressed a view about road gritting, 52 thought the service was poor or very poor and a further 30 thought it was average. Only 8 thought the arrangements were good. In a parish that has steep hills with sharp turns and a large number of children attending the village school, this is unsatisfactory. The Parish Council should insist that more is spent on this service in the parish, perhaps stressing the point that Council Tax revenues have increased sharply with the growth of housing.

Planning services were only thought to be good by 4 out of 89 people. This is the result of many people believing that the planning rules have not prevented unwanted development, and others who want to make changes having their plans rejected. The Parish Council and local planning authority must now take account of the preferences expressed by the community.

The maintenance of pavements was only regarded as good by 8 out 90 people. In the parish which has no street lights, uneven pavements, damage to road surfaces, and vegetation overhanging the pavement are potentially dangerous to pedestrians. The Parish Council must ensure that high standards are met.

6.12.3. Parking of vehicles

Question 36 in the survey asked about where vehicles are parked. Of the 183 vehicles reported by 99 households, only 5 are normally parked on the road. But of the 89 households who replied to Question 37, 38 felt there was a parking problem in Loxley. The comments that were entered on the questionnaires indicate that there were two main concerns. The first is vehicles that are regularly parked where they cause other road users to have to trust oncoming drivers to drive responsibly while they are on the wrong side of the road passing the stationary vehicle(s) near a bend or the brow of a hill. The second is vehicles that are parked on the pavements or across entrance ways whilst visiting, making deliveries, or working at premises in the village. Together these problems placed parking at number seven on the list of least liked features of living in Loxley. The Parish Council must give a lead in discouraging irresponsible parking within the parish and should discuss with local authorities what additional measures can be taken.

7. The next steps

Now the research and analysis have been completed, and the findings have been published, the Parish Plan Steering Group has done all that it was asked to do by the Parish Council. Responsibility for ensuring that the recommendations are implemented lies with the Parish Council. However the Group believes that the plan should be kept under review, so that a revised plan with new objectives can be submitted for adoption in three to five years.

The members of the Steering Group and the Focus Groups should be encouraged to meet, perhaps twice a year, to discuss matters that arise from the Annual Parish Meeting or are seen to be likely to affect the Community. Volunteers to join the Groups should also be recruited, to bring in new ideas and to replace members who leave.

8. Acknowledgements

Thanks are due to those who have ‘volunteered’ to join the Steering Group and the ten Focus Groups, hopefully all are named below, but apologies are offered to anyone who has been missed.

The support and encouragement of the Parish Council, particularly Chairman Peter Morris, and the staff and pupils of Loxley School, have been particularly helpful.

Without the generous offer by Glynn Jones and Karen Holmes to formulate the questions and to analyse the replies, the Steering Group would still be chopping down trees for the next draft and burning midnight oil. So thanks to them and their assistant analysts Wendy & Mike Gadd, who also served respectively as Treasurer and Secretary to the Group.

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.... who thank Mick Nightingale for agreeing to co-ordinate the Planning Group and for gently driving the process forward – against all the odds.

Photographs & Illustrations

1. Photo of Loxley Village: Peter Clayton.
2. Photographs: Peter Gregory-Hood & Mike Gadd.
3. Old postcard pictures: Ruth Morris.
4. Back cover: April Wall.
5. Paintings & Drawings: the children of Loxley Church of England Community Primary School.

Licences

Core Licence for 2001 Census information: **C02W0005138**

Ordnance Survey Map Licence: **100044326**

9. Contacts

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County Council:	Warwickshire County Council	(845) 090 7000 or (1926) 410410	
Police:	Warwickshire Police Authority	(1926) 412322 ext 2322	
Primary Care Trust:	South Warwickshire Primary Care Trust	(1926) 493491	
Fire Service:	Warwickshire Fire and Rescue Headquarters, Warwick Street, Leamington Spa, CV32 5LH	(1926) 466217 (HR Department)	fireandrescue@warwickshire.gov.uk
Margaret Underhill Charitable Trust:	Ruth Morris	(1789) 470084	

The complete Parish Plan can be seen at the parish website: www.LoxleyVillage.com

10. The Loxley Parish Action Plan

Our Vision for the future

The majority of the people living in the parish of Loxley who have expressed their views through the Parish Survey, Community Meetings and informal discussions, like where they are living and are not seeking big changes. However, some specific actions are required to ensure that unwanted change does not occur and to improve existing facilities. These are the actions that have been agreed:

The Action Plan

Aim	Action	Partners	Estimated Cost	Timescale
Reduction in Aircraft Noise.	Publicise the way in which complaints should be made to the Control Tower. Work with the Aircraft Noise Group to negotiate improvements to the flying pattern.	The Aircraft Noise Group, airfield owners and operators.	Nil.	Ongoing.
Neighbourhood Watch Scheme.	Recruit 'deputies' to work with the co-ordinator of the Loxley Park Scheme. Arrange scheme with the community beat officer.	Warwickshire Police Authority.	Nil.	3 months.
Responsible use of footpaths.	Distribute maps and guidance in Parish Information Pack.	County Council Countryside team.	Nil.	3 months
Housing development.	Commission an action group to produce a Village Design Statement.	Parish Council.	Nil.	6 months.
Publish a Parish Information Pack.	Collect information on services that are available in the parish and produce the information pack.	Parish Council.	To be funded by the Parish Council.	3 months.
Enhancements to playing field.	Ensure maintenance of ground and equipment is carried out regularly. Agree new equipment and work with the Parish Council on funding and implementation.	Parish Council, Village School, and Action Team.	Unknown.	3 to 15 months.
Improved Road Safety.	Emphasise speed restrictions, arrange speed checks, look at traffic calming.	Local Police, the highways authority, and Action Team.	Unknown.	3 to 12 months.
Provision of School and pre-school facilities.	Work with the school on a Mother & Toddler Group, continue to investigate the provision of an Out of School Club.	Village School.	Mother & Toddler Group would be self-funded. Out of School Club may attract Government funding.	Uncertain.

Encourage greater participation in Social Events.	Form a Social Committee to co-ordinate and publicise activities.	None.	None.	3 months.
Improved public transport.	Discuss arrangements with the District Council following their review of services.	District Council and Parish Council.	Nil.	3 months.
Improvements to Utilities.	Discuss report findings with Severn Trent Water and Central Networks. Establish the demand for mains gas in the village and discuss results with an Independent Gas Transporter.	Parish Council.	Nil.	6 to 9 months.
Provision of facilities for meetings and/or social events.	The survey showed a clear majority in favour of a Village Hall provided there were no cost implications. The Parish Council should continue to seek ways to meet this wish.	Parish Council.	Nil.	Indefinite.
Adequate gritting of the parish roads and maintenance of pavements.	The views expressed in response to the survey should be discussed with the District Council and actions agreed.	Parish Council and District Council.	Nil.	3 months.
Improvements to the Planning Process.	The Parish Council now have the views of the community about the Planning Process and should take them into account when considering Planning Applications.	Parish Council and District Council.	Nil.	Long Term
Parking.	The Parish Council must give a lead in discouraging irresponsible parking within the parish and should discuss with local authorities what additional measures can be taken.	Parish Council and District Council.	Unknown.	Uncertain.

Appendices

Summary of the Survey Results

RETURN RATES

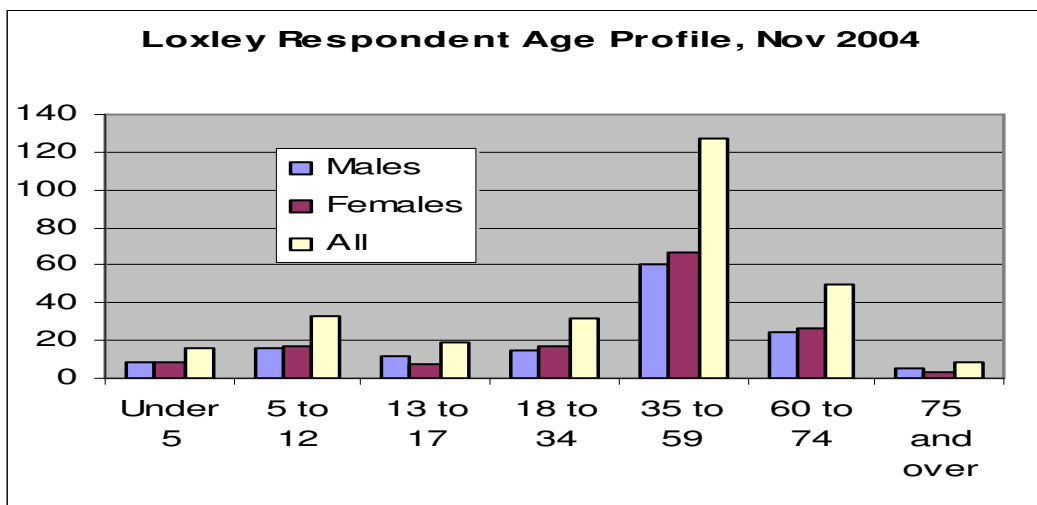
107 surveys were returned (2 were blank). The overall return rate (159 distributed - Hill Cottage is unoccupied → 105/159) is 66%. In addition, 19 children's surveys were returned, representing twenty-five 4 to 10 year olds; 22 were distributed giving an overall response rate of 86%. 13 youth surveys returned representing sixteen 11 to 17 year olds; 26 distributed giving a response rate of 50%.

HOUSEHOLD SURVEY

Q1 – Age Profile

Answered by 104 households – 1 left the Q blank

	Midpoint age	Males	Females	All	2001 Census		UK 2001	
Under 5	2.5	8	8	16	5.6%	17	5.0%	5.9%
5 to 12	8.5	16	17	33	11.6%	33	9.7%	10.3%
13 to 17	15	12	7	19	6.7%	24	7.2%	6.4%
18 to 34	26	15	17	32	11.2%	55	16.2%	22.5%
35 to 59	47	60	67	127	44.6%	140	41.6%	34.0%
60 to 74	67	24	26	50	17.5%	52	15.4%	13.3%
75 and over	80	5	3	8	2.8%	16	4.7%	7.6%
		140	145	285	100.0%	337	100.0%	100.0%
		49%	51%					
Ave. Age		39.7	40.3	40.0		40.0		38.8



Household Profile

Single retirees	→	9 households (8%)
Retired couples	→	15 households (14%)
Family with children	→	45 households (43%)
Single working persons	→	8 households (8%)
Working couples	→	23 households (22%)
Other	→	5 households (5%)

The 'others' comprised two couples, one retired & one working; and 3 households of multiple adults with multiple employment status.

Q2 – Under 16s

Preschool	4	7%
Nursery	7	12%
Primary	29	50%
Secondary	18	31%
Total under 16s	58	

Q3 – Young People 16+

School/6 th form	3	18%
FE College	5	29%
University	6	35%
Training	3	18%
Total YP 16+	17	

Q4 – Disabilities (7 of 105 households (6%) reported 1 or more disability)

Frail/elderly	2
Learning difficulty	4
Sensory disability	0
Physical disability	2
Mental health problem	2
Other (blindness)	1

Q5 – Breakdown of returns by location

Location	Distributed	Returned	Return Rate
Loxley Village	97	75	77%
Loxley Park	42	13	31%
Outlying areas	20	17	85%
	159	105	66%

Q6 – How long lived in the parish (195 adults responded to this question)

Less than 5 yrs	5 to 10 yrs	10 - 20 yrs	Over 20 yrs	Total
35%	15%	27%	22%	100%

Q7 – Do you envisage moving?

in 12 months	5	5%
in 5 years	15	15%
5 to 15 years	15	15%
don't envisage	68	66%
	103	100%

Q8 – Use of Facilities in the Parish

Which facilities do your household use?	No. of responses	Regularly		Some times		Never	
			%		%		%
Loxley School	75	11	15%	13	17%	51	68%
The Fox	99	23	23%	67	68%	9	9%
St Nicholas Church	91	9	10%	50	55%	32	35%
Tennis Court	85	4	5%	20	24%	61	72%
Children's Playground	83	9	11%	28	34%	46	55%
Playing fields	92	19	21%	38	41%	35	38%
Mobile Library	84	1	1%	9	11%	74	88%
Bus Service	85	6	7%	13	15%	66	78%
Local public footpaths	93	32	34%	47	51%	14	15%
Women's Institute	83	8	10%	2	2%	73	88%
Loxley Ladies	82	14	17%	11	13%	57	70%
Strawberry Fayre	93	44	47%	32	34%	17	18%
None of the above	2						
Other	1						
	1048						

Q9 – Internet Access

Dial Up	→	54 of 105 households, or 51%
Broadband	→	26 of 105 households, or 25%
No access	→	25 of 105 households, or 24%

Q10 – Recycling & Composting

	Yes	Yes %	No/ Blank	No/blank %
Cans	52	50%	53	50%
Glass	84	80%	21	20%
Paper	88	84%	17	16%
Plastics	30	29%	75	71%
Textiles	32	30%	73	70%

Green waste	74	70%	31	30%
Composts	61	58%	44	42%

Q11 – Importance of the School to the local community

Answered by all 105 households, by 174 adults

Very important	→	106 of 174 = 61%
Important	→	28 of 174 = 16%
Not very important	→	23 of 174 = 13%
No opinion	→	17 of 174 = 10%

Q12 – Importance of the Church to the local community

Answered by 104 of 105 households, by 173 adults

Very important	→	63 of 173 = 36%
Important	→	69 of 173 = 40%
Not very important	→	19 of 173 = 11%
No opinion	→	22 of 173 = 13%

Q13 – Footpaths & Bridleways

No. of adults responding →	Yes	No	Total
Know where paths are?	141	28	169
Use without difficulty?	95	55	150
Well signposted?	82	73	155
Aware of Countryside Code?	142	29	171

Q14 – Aircraft Noise

Answered by 100 of 105 households, by 171 adults

Unduly intrusive	→	91 of 171 adults = 53%
Not unduly intrusive	→	80 of 171 adults = 47%

Q15 – Like most about living here

159 adults from 102 of the 105 households responded to this question

	No. responses	Min Rank	Max Rank	Ave Rank
1. Natural environment	158	1	9	1.62
7. Local walks	148	1	9	3.61
8. Accessibility	147	1	9	3.76
6. Historic buildings / church	139	1	9	4.43
3. Community spirit	137	1	10	4.61
5. Village pub	143	1	10	4.71
4. Local school	134	1	10	5.16
2. Built environment	131	1	10	5.86
9. Local park / tennis court	132	1	9	6.17
10. Other (s)	26	1	10	6.85

Q16 – Like least about living here

154 adults from 97 of the 105 households responded to this question

	No. responses	Min Rank	Max Rank	Ave Rank
9. Traffic speeding	139	1	9	2.60
4. Frequent electricity cuts	138	1	10	3.49
1. Air traffic noise / low flying aircraft	136	1	10	3.79
5. No shop / few facilities in the village	139	1	9	4.11
3. No natural gas supply	128	1	10	4.61
7. Nothing to do for young people	127	1	9	5.14
8. Parking	134	1	10	5.34
2. Lack of affordable housing	122	1	10	5.51
10. Others (e.g. water supply, drainage etc).	72	1	10	5.90
6. Poor marking of footpaths	128	1	10	5.95

(1=dislike most, on a 1-10 scale).

Loxley Parish Plan 2004-05

The 'Other' dislikes stated were:

- Redevelopment of small cottages / Out of character expansion
- No footpath from Loxley Park to village
- High Council Tax
- Lack of Community Spirit
- Tractor mud on roads very dangerous for motorbikes, manure smell in summer
- Water supply & drainage

Q17 – How involved are you in the community?

	No. Responses	Percentage
Very involved	11	7%
Involved	26	16%
Would like to be more involved	25	15%
As involved as I want to be	83	49%
Feel the community is insular	14	8%
Am not interested	9	5%
	168	100%

Q18 – Should there be a Village Information Pack? (94 households responded)

YES - 79 (84%) / NO - 15 (16%)

Q19 – Employment Status

Loxley Adults : Employment status							
	No.	LX %	UK%		No.	LX %	UK%
Full time employed	66	32%	41%	Retired	33	16%	} 14%
Part time employed	21	10%	12%	Semi-retired	2	1%	}
Employers	4	2%	}	In education	12	6%	4%
Self employed	40	19%	} 8%	Housewife/husband	25	12%	} 7%
Unemployed	2	1%	3%	Full time carer	1	0%	}
Training	0	0%	5%	Ill/Disabled	2	1%	6%
<i>UK% from 2001 census</i>					208	100%	100%

Q20 – Where do you work most of the time?

137 adults from 78 households completed this question

Home	Business based at home	Elsewhere in the Parish	Locally	In the conurbation	Mobile	Outside the conurbation	International	Total
18	7	3	64	19	17	7	2	137
13%	5%	2%	47%	14%	12%	5%	2%	100
						Average miles = 59		

Q21 – What is the nature of your work?

129 adults from 75 households responded

Professional/technical	Managerial	Craft/ Skilled	Clerical	Manual	Sales	Other	All
54	28	17	10	13	5	2	129
41.8%	21.6%	13.2%	7.8%	10.1%	3.9%	1.6%	100%
							(both farming)

Q22 – How do you travel to work?

131 adults from 72 households responded

Foot	Cycle	Motor cycle	Bus	Car	Taxi	Other	Total
6	5	2	3	107	0	8	131
4.6%	3.8%	1.5%	2.3%	81.7%	0.0%	6.1%	100.0%

Q23 – Would you make use of a mother & baby group? (89 households responded)

YES – 10 (11%) / NO - 79 (89%)

Q24 – Would you make use of a under 5s group? (87 households responded)

YES – 12 (14%) / NO - 75 (86%)

Q25 – Does anyone in your household have difficulties accessing the following:

Hospital	3	Doctor	3
Chemist	3	Optician	1
Dentist	4	District Nurse	0
Chiropodist	0	Other (specify)	0

Q26 – Your household’s view on the quality of social facilities/events:

Age Range	No. answers	Good		Fair		Poor		No opinion	
under 16s	59	3	5%	13	22%	32	54%	11	19%
for 17-25	54	1	2%	11	20%	28	52%	14	26%
for 26 to 60	79	11	14%	36	45%	17	22%	15	19%
for 60+	58	5	9%	19	33%	11	19%	23	39%

Q27 – If financially viable, should there be a village hall?

Yes	No	Unsure	No. of Responses
57	16	26	99
58%	16%	26%	100%

Q28 – Satisfaction with environmental services

	No. Answers	Good		Average		Poor		Very Poor		No Opinion	
Litter/dog waste bins	93	21	23%	29	31%	12	13%	7	8%	24	26%
Emptying litter bins	92	25	27%	37	40%	5	5%	2	2%	23	25%
Maintaining rights of way	92	14	15%	40	43%	20	22%	6	7%	12	13%
Maintaining pavements	90	8	9%	54	60%	9	10%	5	6%	14	16%
Cutting roadside verges	94	27	29%	50	53%	10	11%	5	5%	2	2%
Refuse collection	96	78	81%	16	17%	1	1%	0	0%	1	1%
Recycling facilities	94	57	61%	23	24%	8	9%	3	3%	3	3%
Village Green maintenance	93	42	45%	36	39%	5	5%	2	2%	8	9%
Playing fields maintenance	91	24	26%	34	37%	8	9%	4	4%	21	23%
Planning services	89	4	4%	28	31%	17	19%	14	16%	26	29%
Road gritting services	94	8	9%	30	32%	36	38%	16	17%	4	4%

Q30 – If it could help retain or provide more facilities in the parish, do you think that allowing more homes to be built would be a good idea? (92 households answered this question) YES - 17 (18%) / NO - 56 (61%) NO and 19 (21%) UNSURE.

Q31 – What sort of additional housing do you think the parish needs? (93 households)

	To Buy		For Rent	
Large homes	8	9%	2	2%
Homes for the disabled	3	3%	2	2%
Retirement homes/sheltered housing	5	5%	6	6%
Affordable homes	43	46%	26	28%
Social housing	8	9%	10	11%
don't know	4	4%	4	4%
No additional housing is required	37	40%	35	38%

Q33 – Do you or anyone in your household use the local bus service?

Regularly	Occasionally	Never	School bus only	No. answers
6%	14%	78%	2%	100%

Q34 – Would any of the following improvements encourage any members of your household to use public transport services more regularly? (94 households answered)

	No.	%
More frequent service	40	43%
cheaper fares	16	17%
More reliable	21	22%
Access for disabled	3	3%
None (prefer own transport)	51	54%
Other (please specify)	5	5%

Q35 – Improvements to road/traffic/pedestrian safety (94 households answered this question)

	Agreed there should be:		Disagreed
20 mph past school	55	59%	0
Speed humps	29	31%	1
Leave things as they are	24	26%	2
Others (specify)	34	36%	

Q36 – Where Vehicles are kept on the road

(99 households responded to this question, representing 183 vehicles (1.85 per household on average).

178 (97%) are either garaged or kept off road and only 5 (3%) are parked on the road.

Q37 – Is there a parking problem in Loxley? (89 households responded to this question).

YRS - 38 (43%) / NO - 51 (57%)

Q39 – Experiences of crime in the parish in the past 12 months:

Of the 105 households, the following incidents were reported:

Nuisance	17	16%
Vandalism	3	3%
Drunkenness/ anti social behaviour	4	4%
Trespass	8	8%
Burglary	5	5%
Theft from car	4	4%
Theft of car	2	2%
Damage to property	7	7%
Other (specify)	5	5%

Q40 – Join a neighbourhood watch scheme? (89 households responded)

YES - 72 (81%) / NO - 17 (19%)

Q41 – Convert to mains gas at reasonable cost? (83 households responded, of which 47

YES - 57% and NO - 43%

Planning Group Terms of Reference.

REVISED 14.07.2004

Loxley Village Plan

Terms of Reference for the Planning Group

Objectives

The preparation of village plans is part of government policy for decentralising decision making and enabling rural communities to take charge of the planning and organisation of the affairs of their parish. The objective of the Loxley Plan is to prepare proposals for short and long-term developments in the area of Loxley Parish.

Terms of Reference

1. Create a planning group to coordinate the preparation of the Loxley Village Plan and appoint a chairman, a secretary and a treasurer.
2. Establish clear accounting procedures for managing the planning grants.
3. Establish clear procedures for preparing the Plan and ensure that all sections of the population are directly involved in the process.
4. Organise meetings with residents of the parish, to discuss the purpose of the plan, develop special topic groups and review progress during the planning process.
5. Meet with relevant planning authorities, companies, organisations and individuals involved with life in the parish.
6. Prepare a draft Plan report and action plan for review and approval by Loxley community and discussion with key planning personnel and providers of services.
7. Finalise Plan including an action plan, distribute to Loxley community and make presentation to the local authorities and other involved organisations.
8. Prepare and audit accounts for the planning grant funds and submit to relevant authorities.

Focus Group Guidelines.

GUIDELINES FOR FOCUS GROUPS

The Loxley Parish Plan Group was formed to produce a plan reflecting the wishes of the local community that will be used to guide the Parish Council, District Council, County Council, and Government, in making decisions that affect the community.

Having established the degree of concern about a wide range of issues through public meetings, three questionnaires, and meetings of the Plan Group, the results must now be shaped into action plans by Focus Groups. The individual action plans will then become part of the Parish Plan.

- 1) The Focus Group must aim to produce a plan that identifies what needs to be done and who needs to do it.
- 2) The Focus Group should not be trying to solve the problem themselves.
- 3) The plan must be discussed, and generally agreed, with those who are asked to carry it out – there is little or no benefit in saying that X should do Y if they do not see it as part of their remit (that should be left to politicians).
- 4) The Focus Group will need to express its plan as briefly as possible in simple language – it is going to go to busy people who will find it easier to reject it rather than try to understand it, if it looks complicated. However, the group should keep records of all of its discussions so that the work does not have to be done again at the implementation stage.
- 5) The Focus Group should aim to complete its plan by mid-June 2005 for incorporation in the Parish Plan. Progress will need to be regularly reported to the Plan Group to ensure that there are no conflicts with the work of other groups.
- 6) Where money will need to be spent to solve the problem, the source and potential availability of that money should be identified.

REPORTING

Each Focus Group should report their work under these headings:

- a) Concise statement of the problem
- b) Background to the problem
- c) Alternative solutions that have been considered
- d) Proposed Action Plan with timetable
- e) Cost implications.

Focus Group Reports.

The complete reports from the Focus Groups with their supporting papers total more than one hundred pages. The reports may be consulted by arrangement but there are currently no plans to publish them. Several of the Focus Groups have already spawned Action Groups that are already working on the problems that have been identified. Progress by the Action Groups will be reported to the Parish Council.

Parish plan documents (budget, flyers etc.).

1 A preliminary budget was drawn up in July 2004 for the guidance of the Loxley Plan Group and to provide information to the Parish Council. It has not been necessary to revise the budget and the Treasurer's reports have shown that overall expenditure has remained within the set budget.

Budget for Loxley Parish Plan

Receipts

Government Grant	£ 1,875.00	
Parish Council Contribution	£ 625.00	£ 2,500.00

Estimated Expenditure

Printing ¹	£ 800.00	
Catering for Community Meetings	£ 300.00	
Postage & Stationery ²	£ 250.00	
Consultancy & Specialist Services ³	£ 1,000.00	
Hire of premises	£ 50.00	
Travelling Expenses	£ 50.00	
Contingency	£ 50.00	
		£ 2,500.00

¹ Mostly for printing of final published document.

² Includes stationery & printing of questionnaire.

³ Mostly for professional advice on drafting of questionnaire and computer analysis of responses

14.07.04

2 When the Loxley Plan Group has wished to consult with the community, meetings have been arranged at the village school. Details of the meetings have been posted on the Parish Notice Boards and in the Grapevine monthly Parish Newsletter, and through leaflets that have been delivered to every household. The leaflets or flyers were designed to attract attention and proved successful without being provocative.

It will be seen overleaf that the Plan Group has managed to achieve the completion date that published on the flyer for the first meeting. Each community meeting was publicised in the same way to ensure that everyone had a chance to participate.



**Aircraft
Noise**



**Planning
Applications**



**Speeding
Traffic**

Loxley Parish Plan

There will be an Open Meeting at 7:30pm on Thursday 16th September to plan for the future of Loxley. This is your chance to influence the decisions that will affect the quality of your life.

Where? Loxley School – opposite The Fox.

How? The government is paying selected rural communities to decide what needs to be done in their neighbourhoods and how to achieve it. Loxley has a grant to take the first step, the preparation of a Parish Plan. This is not a Church activity and it is not organized by the Parish Council. A group of volunteers has made the initial arrangements and it now needs your involvement.

Why ME? Every one of us knows what we like and dislike about life in Loxley, maybe things that we think could be improved, maybe developments we would be strongly for or against. This is an opportunity for all parts of our community - all age groups, whether they live in the Village, Loxley Park or elsewhere – to tell those who say they are listening what is important to us.

What needs to be done? Facts and figures must be put in the Plan – these will come from the replies to Questionnaires that will be delivered to every household. The issues that will be covered by the Questionnaire will only be there because someone has raised them as a concern. These might include housing, traffic, aircraft noise, village facilities, community activities, social services, or security. If you want things changed or left alone, now is the time to say.

When will it happen? The replies to the questionnaire will be analysed to decide the strength of feelings on the issues that that have been raised. Focus groups will examine the issues in detail and will meet with the relevant authorities, individuals and organizations (District/County Councils, Police, Social Services, etc.) to ensure they are presented in the Loxley Parish Plan as achievable objectives. The Plan will then be put to a community meeting for final approval before it is published and presented to the Local Authority. It is the intention of the volunteer group that with your help the entire process will be completed before the end of 2005.

Please Join In Involving the whole Loxley community is vital for preparing a good Parish Plan. In addition to your ideas, help will be needed with the focus groups, typing reports, editing, preparation of charts, diagrams and photographs relating to the parish, distribution of documents to Loxley residents, information on ‘Loxley in living memory’ (how has life here changed), etc. If you have any questions or suggestions, or are willing to help in any way please contact:

Mick Nightingale (01789) 840418 (Group Chair) or Mike Gadd (01789) 840862 (Group Secretary).

Census material – Population Growth.

Census information for 1981, 1991 and 2001 has been consulted in the course of preparing this report. The Office of National Statistics responded quickly and efficiently to all of our enquiries.

	1981	1991	2001	Notes
Persons present on Census Night	230	250	327	For 2001 this is taken to be the 338 usually resident people minus 11 students away from home.
Population Growth		8.7%	30%	The 1991 growth is based on persons present but 2001 is based on persons who were usually resident.
Usually Resident Males		134	163	
Usually Resident Females		126	175	
Aged under 16		20.4%	18.9%	
Pensionable age to 74		10.8%	11.8%	2001 data does not specify how many of the people between 60 and 65 were female – 50% is assumed.
Aged 75 and over		6.9%	4.7%	
Households		95	130	In 2001 there were 15 ‘household spaces’ without residents – mostly awaiting purchasers.
Owned Outright		36.8%	39.2%	
Buying		43.2%	40.8%	
Rented (excluding private landlord arrangements)		6.3%	9.2%	In 2001 a further 6.9% were rented from a private landlord or letting agency.
All Pensioner Households		21.1%	19.2%	
Single Occupancy		22.1%	17.7%	
Lone Parent with Children		1.1%	2.3%	
Households with no Car		5.3%	6.9%	
Households with 2 or more Cars		53.7%	69.2%	

Caution: All statistics can be misleading and mistakes are made. The Ward & Civil Parish Monitor published in February 1994 “... the final counts of population present in 1981, which were slightly inflated by a processing error, are felt to be generally less accurate than the corresponding preliminary counts.” and referring to the areas of parishes for 1991 “Some of these figures were revised [by Ordnance Survey] shortly after publication”.

It is clear that the number of residents and the number of households have increased sharply. The fall in the percentage of older people is probably due to an influx of younger people. No explanation is offered for the shift from a predominance of males to a predominance of females.

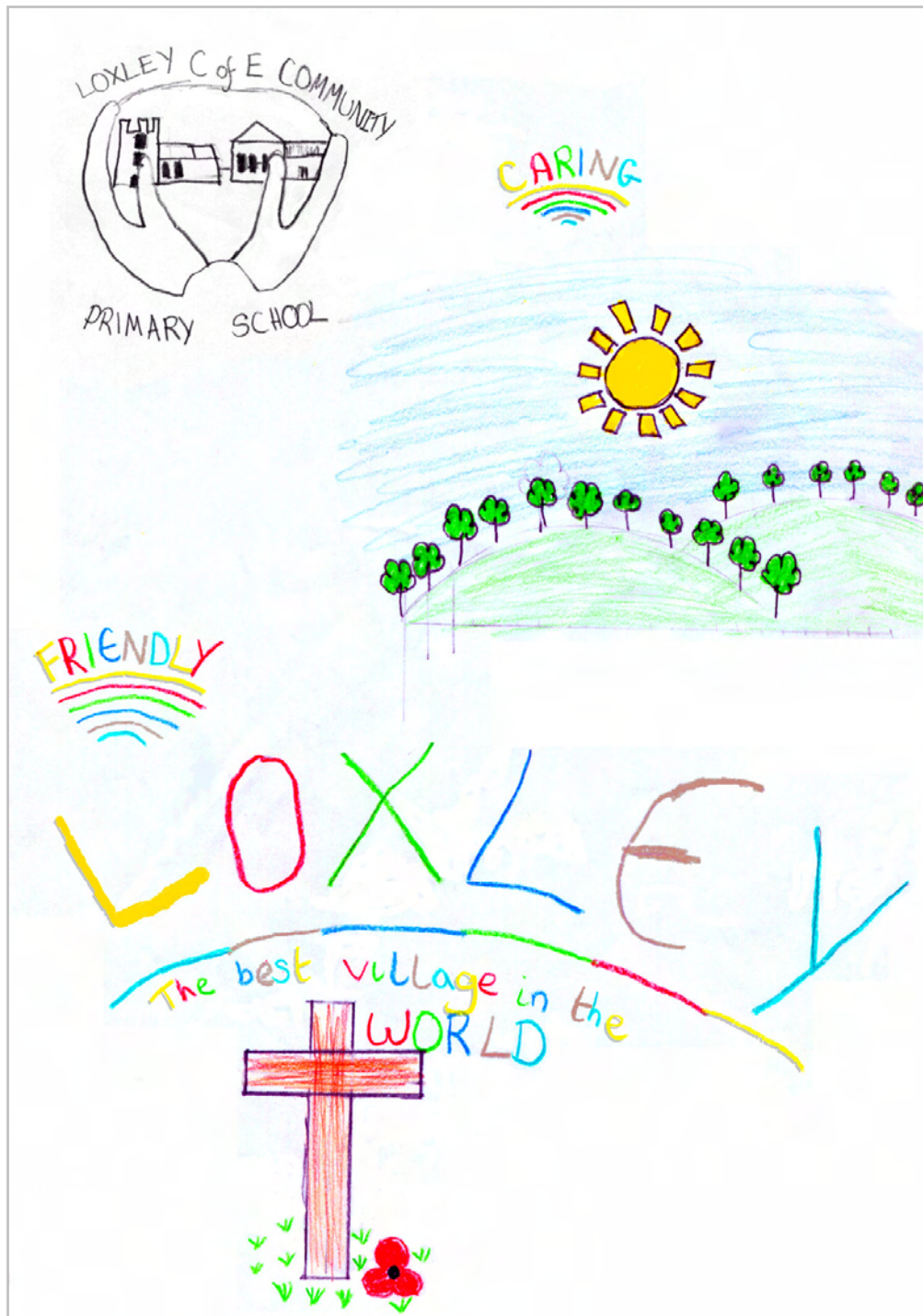


Inside the Church in 1922 before restoration and the arrival of the present organ in 1947.



Strawberry Fayre 2005 at Loxley Hall





Produced for Loxley Parish Council

Chairman: Peter Morris

The Manor, Manor Lane, Loxley

Telephone (1789) 470084

Printed by Regent Lazerprint, 38 Hawkes Drive, Warwick, CV34 6LX

Report also available at: www.LoxleyVillage.com