



A **VISION** FOR RANSKILL



THE FINDINGS OF YOUR VILLAGE
SURVEY 2016.

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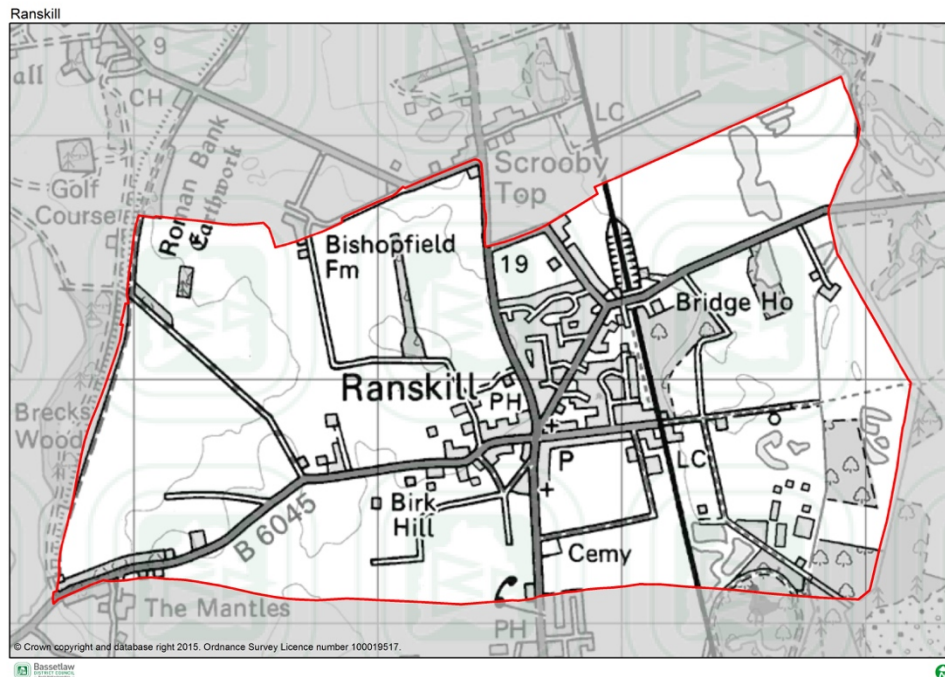
1.0 Introduction

The purpose of this report.

1.1 This report forms part of the evidence underpinning the Ranskill neighbourhood plan. It draws exclusively on the findings from The Ranskill Village Survey 2016.

1.2 Ranskill is a village situated in rural Bassetlaw. The population of the Bassetlaw district is 112,863 according to the ONS census (2011). The rural Bassetlaw population accounts for 36% of this figure; equal to a population count of 41,072. The population of Ranskill as last recorded was 1,362.

1.3 Figure 1: Map displaying the approval of the neighbourhood area designation for the Ranskill neighbourhood plan.



2.0 Key features

Summary of specific areas.

2.1 General

335 questionnaires returned for analysis.

44% of respondents who specified a gender were male, the remaining 56% were female. 83% of respondents were aged over 40.

Most individuals (185) had lived in the village over a decade.

39% of those surveyed believe they will live in Ranskill all their life, but over development would influence 27% of people to move. The majority of individuals opted to live in Ranskill due to its rural setting.

2.2 Environmental

96% of respondents believe the village to be 'well kept' or 'very well kept'.

The majority believe there are 'just the right amount' of litter bins, green areas, floral displays, open spaces and footpaths.

It is open to debate if there are sufficient cycle paths (49.5% 'just the right amount' 49.5% 'not enough').

Heavy vehicle traffic, littering, dog fouling, and fly tipping are of concern to respondents.

51% of respondents believe that the street lights should stay switched on after midnight.

2.3 Safety and security

The majority of individuals feel safe in their homes, and out and about in the village in the daytime, and at night.



Policing is deemed to be 'adequate' in all areas.

The majority of individuals felt the speed limit was 'just right' on the Great North Road, Mattersey Road, Folly Nook Lane and Station Road.

Burglary, anti-social behavior and child road safety are the greatest safety concerns individuals have.

60% of individuals did not feel Ranskill would benefit from road calming measures.

2.4 Community activities

The most important village amenities were deemed to be a; general store, post office and village park.

A village hall or community space was suggested as an additional amenity by many.

2.5 Housing and residential development

Taking the average response, those surveyed believe '48' new houses should be built in the village in the next 20 years. 'standard family homes', and 'small starter homes' are considered 'most important' by the majority.

The preferred sites for locating new housing are; 1) Between the Blue Bell and Arundell Drive on Great North Road, and 2) The ribbon/ space between Ranskill and Torworth.

2.6 Business and commercial

55% of individuals support home based businesses being in the village. A further 52% of individuals showed support for retail shops being in the village.

62% of individuals were in favour of siting new commercial premises in a fixed enterprise zone.



2.7 Local activities

The 'village fete' and 'scarecrow festival' were the most favoured activities in the village. Suggestions for other activities included fitness classes, yoga, badminton, football and dance clubs. Other suggestions included skill sharing classes, and activities 'to bring the community together'.

2.8 Transport and communications

The most frequently used form of transport to/from the village is car.

The most important bus destinations are Retford, Doncaster and Worksop.

The majority of respondents agreed that the village would benefit from designated cycle lanes.

Only 33 of the 335 respondents said that they did not require broadband at home.

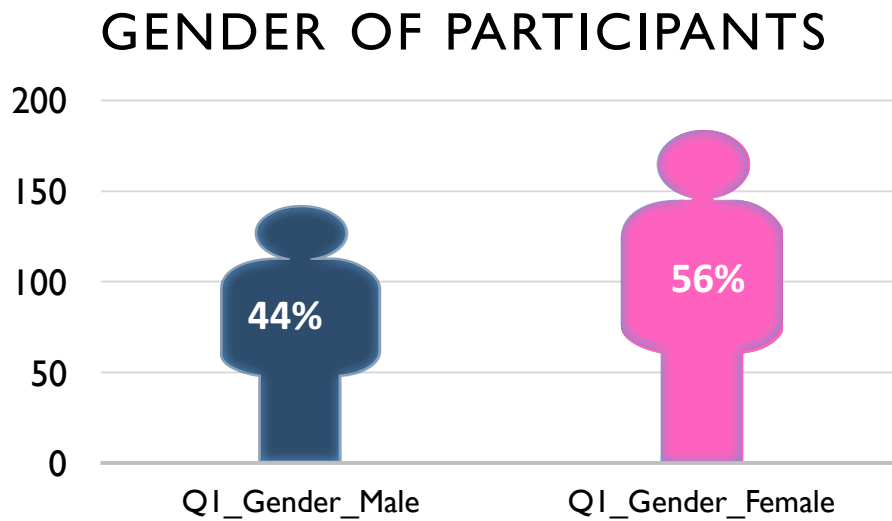
The majority of those surveyed would not be prepared to pay a higher price for a faster broadband service.

Overall, Ranskill was deemed to be '*a good place to live*', though most individuals felt that the village would benefit from additional amenities such as a village hall. The essence of Ranskill as a village should not however be lost.



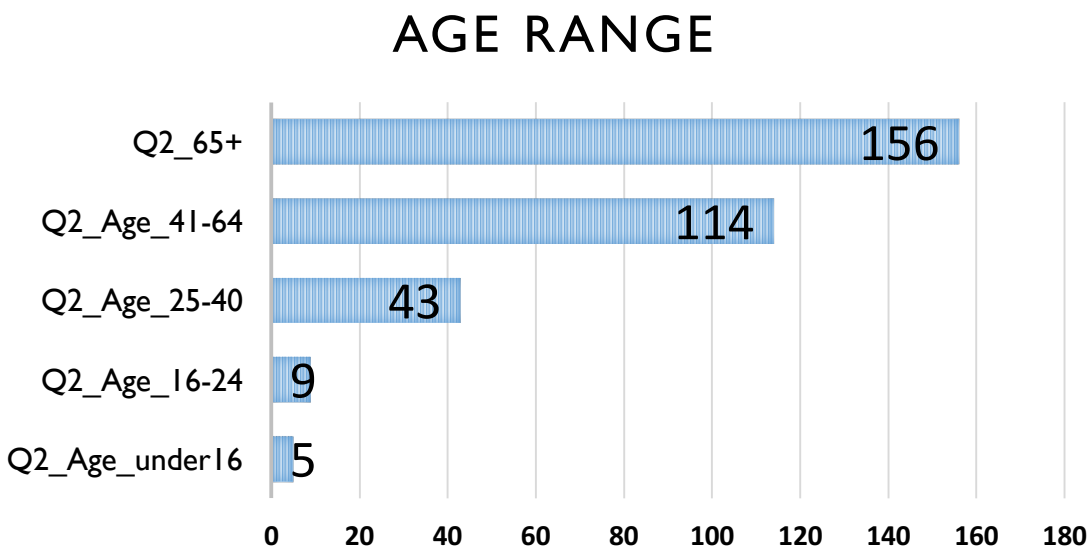
3.0 General

3.1 Gender



Of the 325 respondents answering this question 142 were male, and 183 female. 10 individuals did not specify a gender.

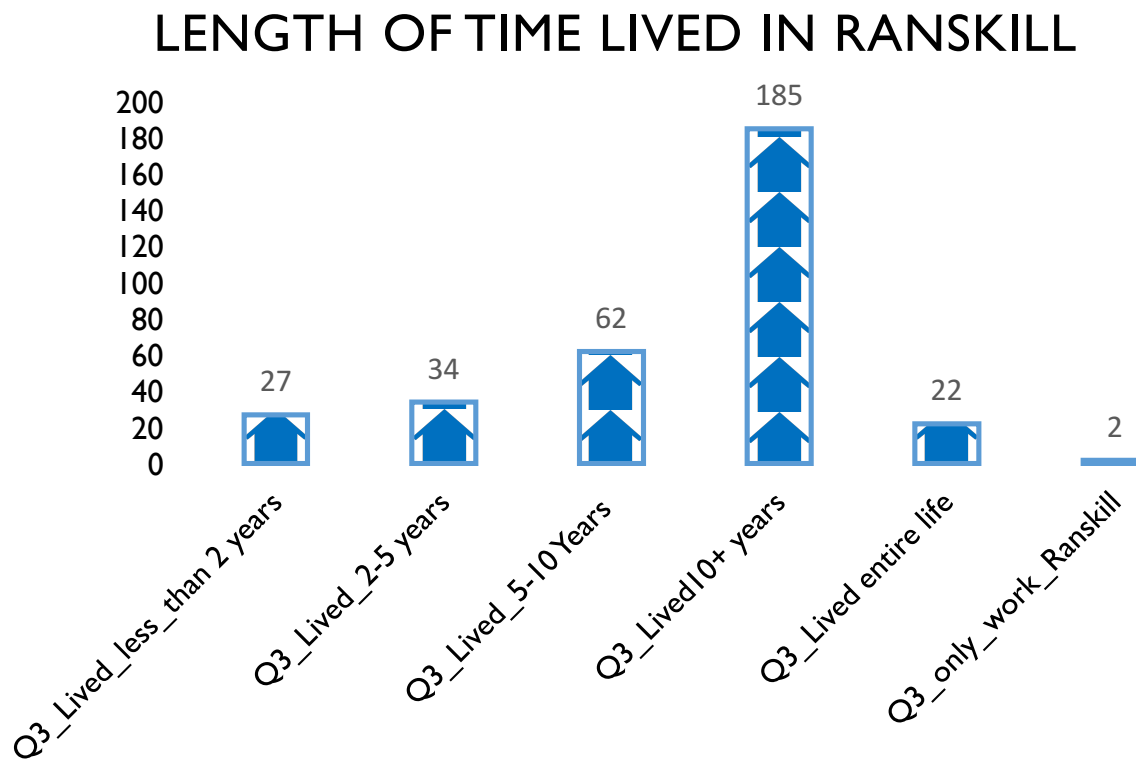
3.2 Age Range



327 participants provided their age range. 1% of respondents were aged under 16, 3% between the ages of 16 and 24, 13% aged 25-40, and the remaining 83% were aged over 40, with the over 65's accounting for 48% of participants.

According to statistics from The ONS the age profile of rural Bassetlaw is broadly comparable, albeit slightly older, to that of the District's urban areas. As of 2011 20.3% of the rural population were aged 65 years or older. This data is therefore not largely representative of the general population within the village of Ranskill, although it should be noted that all individuals and households had equality of opportunity to partake in this research.

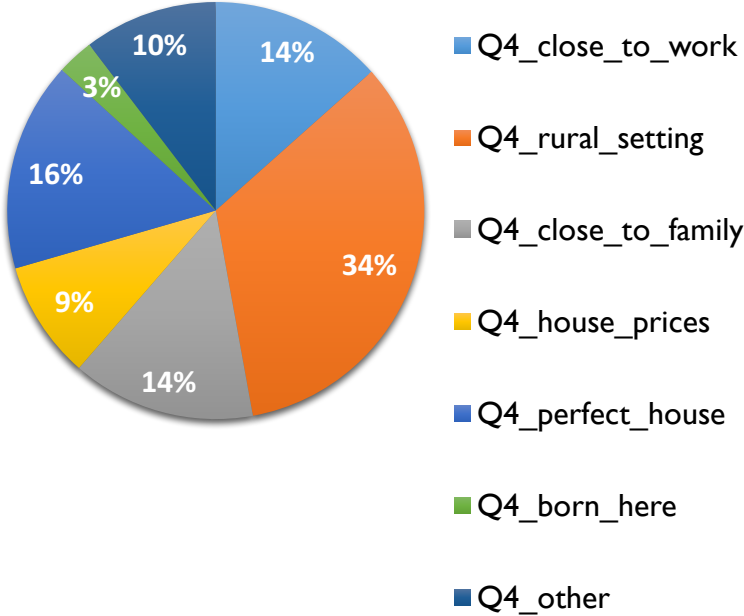
3.3 Resided in Ranskill



This question yielded over a 99% response rate with 332 individuals specifying the length of time they had lived in the village. The most frequent answer as illustrated by the graph above was over a decade. Only 37% of all respondents had lived in the village less than 10 years.

3.4 Opted to reside in Ranskill

REASON OPTED TO LIVE IN RANSKILL



As can be seen from the chart above the most common reason the individuals surveyed opted to live in Ranskill was found to be the rural setting. 166 individuals gave this response. It should be noted however that some respondents indicated more than one answer in this category and thus; a total of 492 responses were captured. 70 individuals indicated that they opted to reside in Ranskill to be close

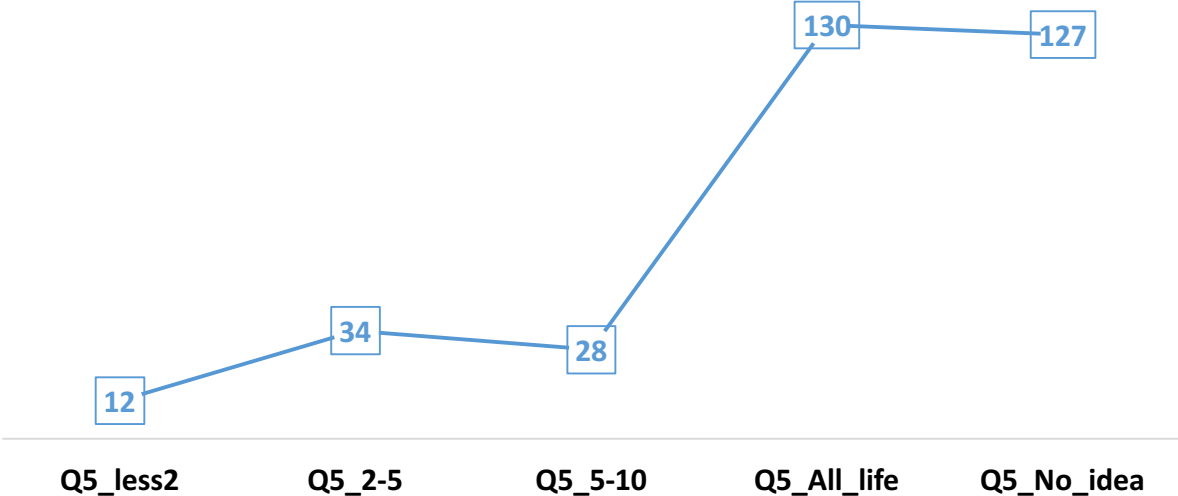


to their families, and 66 individuals specified that they chose to live in Ranskill as it was close to work. 14 individuals were born in the village accounting for less than 0.5% of all participants undertaking this survey.

3.5 Length of time will reside in Ranskill

331 individuals indicated the amount of time they thought they would reside in the village. 4% of those giving a response suggested that this would be less than 2 years, 10% between 2 - 5 years, and 9% between 5 -10 years. 39% of respondents believe that they will remain in Ranskill for life. The remaining 38% had no idea how much longer they would remain in the village.

HOW MUCH LONGER DO YOU BELIEVE YOU WILL RESIDE IN RANSKILL?



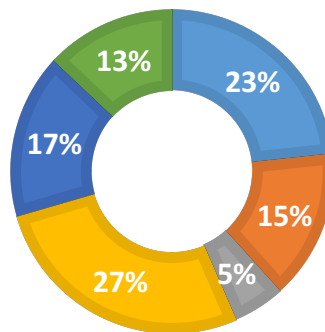
3.6 Factors influencing a decision to leave the village

485 responses were captured for this question, individuals indicated more than one influencing factor that may result in them leaving the village.

The most prevalent reason individuals indicated they would decide to leave the village was found to be as a result of overpopulation/ further development (27%). The second key factor was found to be health reasons; a total of 113 individuals gave this response. The least influential factors were found to be a lack of alternative housing, and a change in public transport availability.

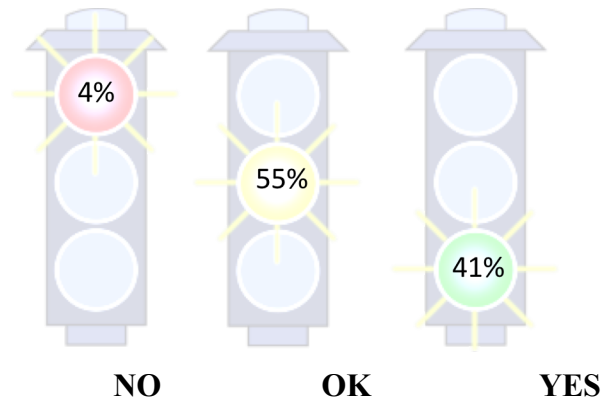
FACTORS THAT WOULD INFLUENCE YOU TO LEAVE THE VILLAGE

- Q6_health
- Q6_Work-location
- Q6_lack_housing
- Q6_Overpop_development
- Q6_lack_future_amenities
- Q6_public_transport_availability



4.0 Environmental

4.1 Clean, tidy and well kept



As can be seen from the infographic above, the majority of the respondents believe the village to be well kept, or very well kept (96%). Only 4% of residents surveyed do not believe the village is clean, tidy and well kept; this is equal to 13 individuals based on the 327 individuals providing an answer for this question.

4.2 Do you think there are sufficient . . .

	Too many	Just right	Not enough
Litter bins:	0	212 = 67%	105 = 33%

	Too many	Just right	Not enough
Green areas:	0	241 = 75%	79 = 25%



Floral Displays:

Too many	Just right	Not enough
5 = 1.5%	259 = 80%	58 = 18.5%

Open spaces:

Too many	Just right	Not enough
0	235 = 74%	82 = 26%

Cycle Paths:

Too many	Just right	Not enough
3 = 1%	144 = 49.5%	144 = 49.5%

Footpaths:

Too many	Just right	Not enough
0	229 = 72.5%	87 = 27.5%

The data above illustrates that there are 'just the right amount' of litter bins, green areas, floral displays, open spaces and footpaths according to the majority of respondents. (please note the number of respondents varied per question). The opinion that there are sufficient cycle paths is however open to debate; with 49.5% of respondents determining there are 'just the right amount', and 49.5% of the remaining respondents determining that there are not enough cycle paths.

4.3 Concerns about . . .

The graph overleaf illustrates areas of concern for respondents.



Traffic noise as illustrated by the red bar is not a concern for the majority of respondents (56%) although 44% of residents are concerned about traffic noise.

The majority of the respondents are not concerned about the road drain cleaning although 43% of respondents are.

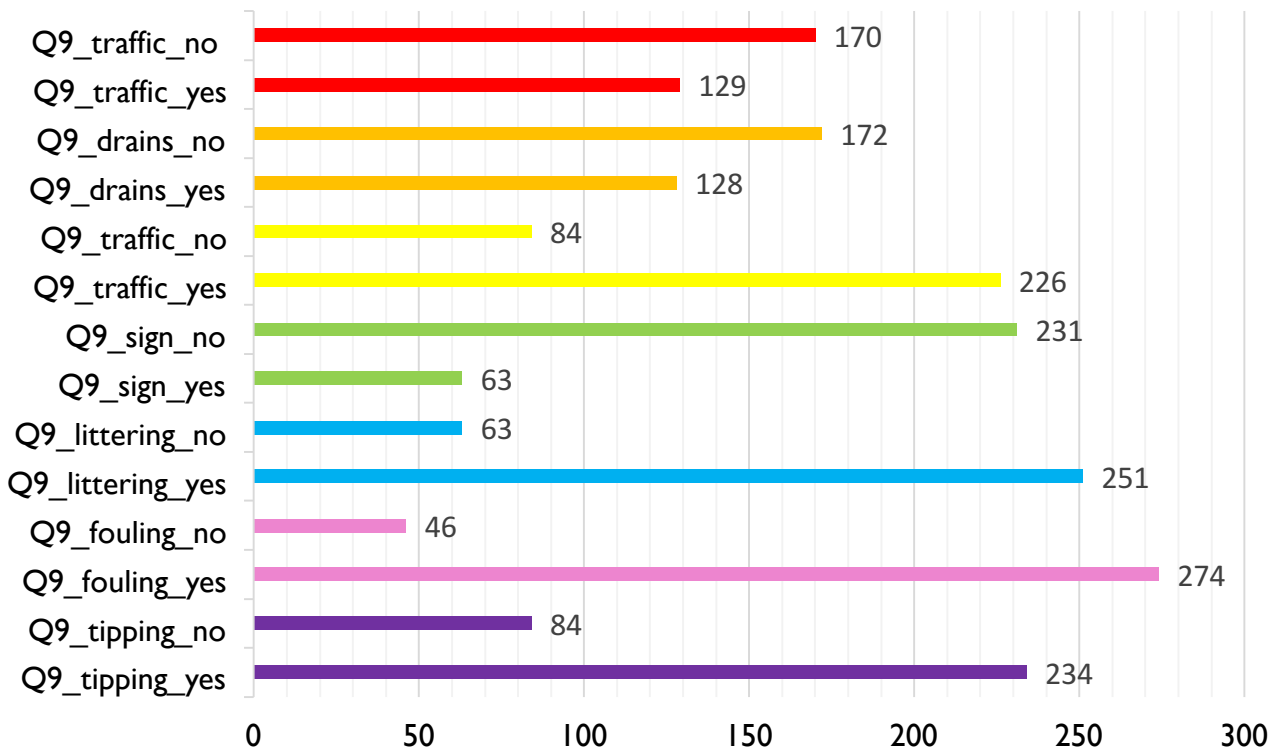
Heavy vehicle traffic is one of the greatest concerns for the majority of individuals; 73% agree that they have concerns about this.

Road sign clutter is not a concern for 79% of the population answering this question.

Littering is a concern for 251 individuals; equal to 80% of respondents.

Dog fouling, and fly tipping are also concerns for 86%, and 74% of respondents.

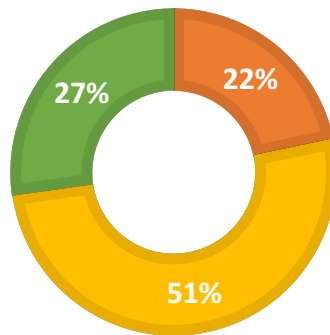
DO YOU HAVE CONCERNS ABOUT?



4.4 Lights out

LIGHTS OUT AFTER MIDNIGHT?

■ Q10_lights_yes ■ Q10_lights_no ■ Q10_lights_dont_mind



The majority (51%) of respondents stated that they did not think Ranskill street lights should be switched off after midnight. Only 27% of individuals surveyed were neutral to this decision; equal to 89 individuals. The remaining 22% stated that they thought the street lights should be switched off after midnight.

5.0 Safety & Security

5.1 Safety in the village

Daytime: out of 329 respondents 324 said that they felt safe out and about in the village in the daytime; this is equal to 98.5%.

At night: out of 319 respondents 81% of individuals stated that they felt safe out and about at night.



5.2 Safety in the home

Daytime: out of 327 respondents 318 said that they felt safe at home in the daytime; this is equal to 97% of respondents.

At night: out of 323 respondents 306 said that they felt safe at home at night; this is equal to 95% of respondents.

5.3 Village Policing



The chart above shows village policing to be 'adequate' in all areas according to the majority of individuals surveyed.

Crime prevention was however deemed to be 'poor' by 40% of individuals, and only 3% of those surveyed ranked it as 'excellent'.

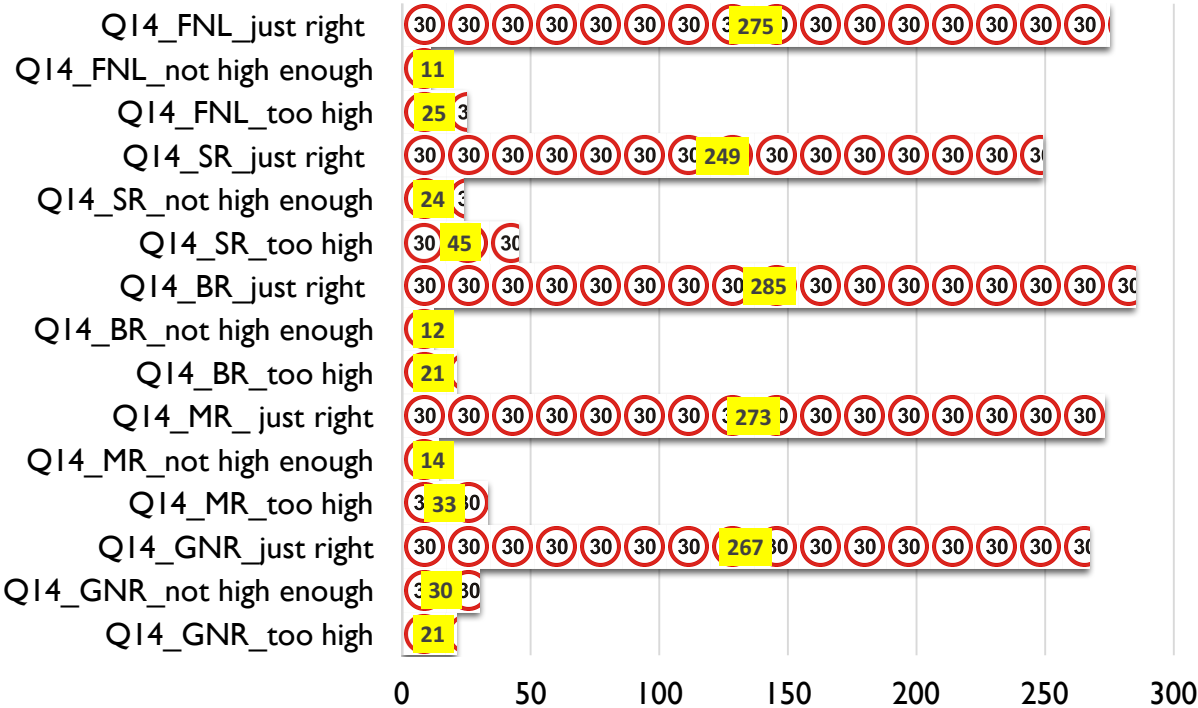


Rapid response was rated as ‘excellent’ by 6.5% of those responding to this question, and ‘poor’ by 44% of the 270 respondents answering this question.

Detective work was also ranked as ‘poor’ by 39% of respondents, and excellent by 5% of the individuals surveyed based on 257 respondents.

5.4 Speed limits

SPEED LIMITS IN THE VILLAGE

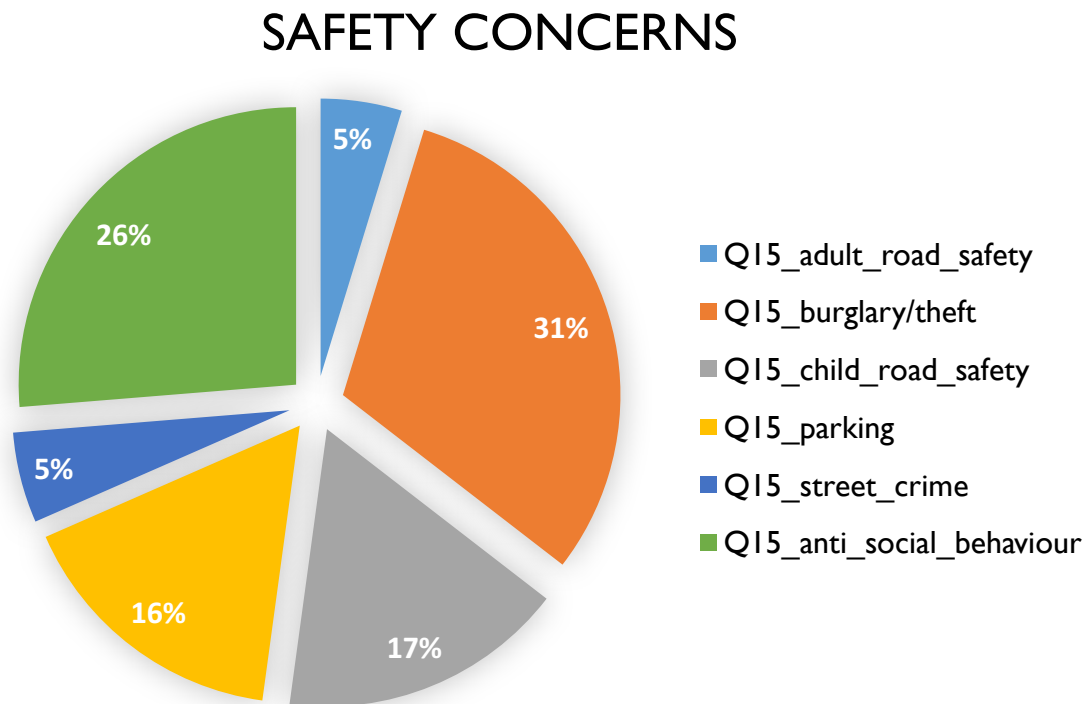


In all cases the majority of the individuals surveyed felt that the speed limit was ‘just right’ on the following roads; Great North Road, Mattersey Road, Blyth Road, Station Road, Folly Nook Lane. In the case of Station Road, 14% of those supplying



an answer to this question felt that the speed limit was too high. By contrast, 9% of the individuals surveyed felt that the speed limit was not high enough on The Great North Road.

5.5 Safety Concerns

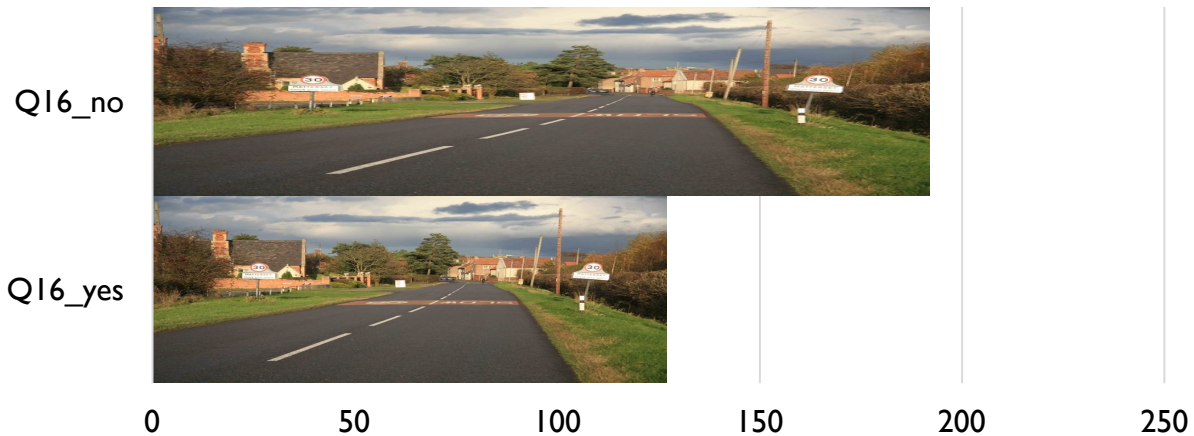


From the chart above it is clear to see that the greatest safety concerns individuals had were related to; burglary, anti-social behavior, and child road safety. 221 people highlighted burglary/ petty theft to be a key concern. 34 individuals deemed adult road safety to be a concern, compared to 120 individuals who consider that child road safety is a concern.



5.6 Road Calming

BENEFIT FROM ROAD CALMING



Question 16 asked whether individuals thought the village would benefit from road calming measures like at Mattersey; a neighbouring village. Two thirds of those surveyed did not feel that Ranskill would benefit from such measures, whilst 40% believed that such measures may be of benefit.

5.7 Highway Design

Respondents were asked whether the main village junction should be; A) Give way on to Great North Road, B) Traffic lights, C) Roundabout.

This question had a response rate of 96%. 69% of those answering this question highlighted traffic lights as the preferred option, whilst 24% opted for a roundabout at the main village junction, and 7% Give way on to Great North Road.

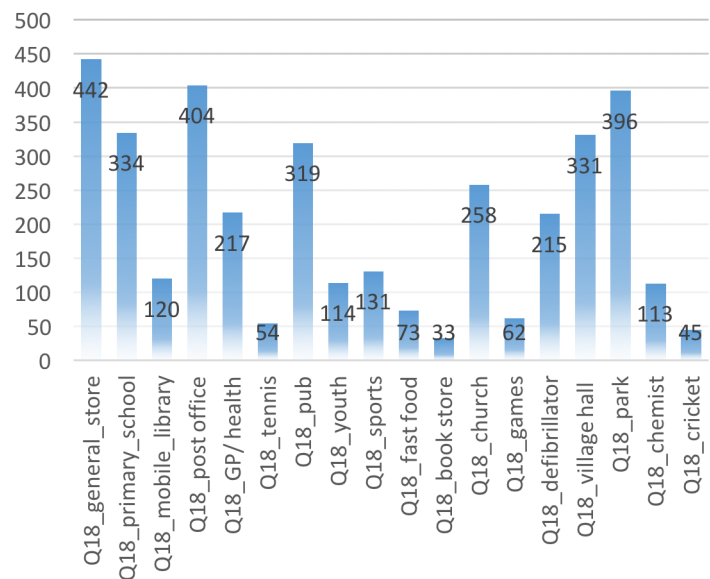


6.0 Amenities

6.1 Village Amenities

Question 18 asked residents to select which amenities were ‘important’, ‘very important’, and ‘not important’ to them. For the purpose of data analysis all responses selected as ‘not important’ were allocated a ‘0’, ‘important’ a ‘1’, and ‘very important’ a ‘2’.

Ranking	Amenity
1	General store
2	Post office
3	Village Park
4	Primary School
5	Village Hall
6	Public House
7	GP/ Health Centre
8	Defibrillator
9	Church
10	Sports pitch
11	Chemist
12	Mobile library
13	Youth Centre
14	Fast Food Outlet
15	Games Room
16	Tennis Courts
17	Cricket Pitch
18	Book store



The table opposite clearly shows the order of importance in which each amenity was ranked. The most important was ranked ‘1’, and the least important 18.



6.2 New Amenities

Participants were asked to specify what new amenities they would like to see in the village. This question yielded 141 qualitative responses. The most commonly recurring response was the addition of a village hall or community centre with 67 votes, equal to 48% of all answers given. Other suggestions included additional sports facilities and sports classes such as Zumba, a GP surgery, and more reasonably priced general store. Independent butchers and greengrocers stores were also suggested.



6.3 New Housing

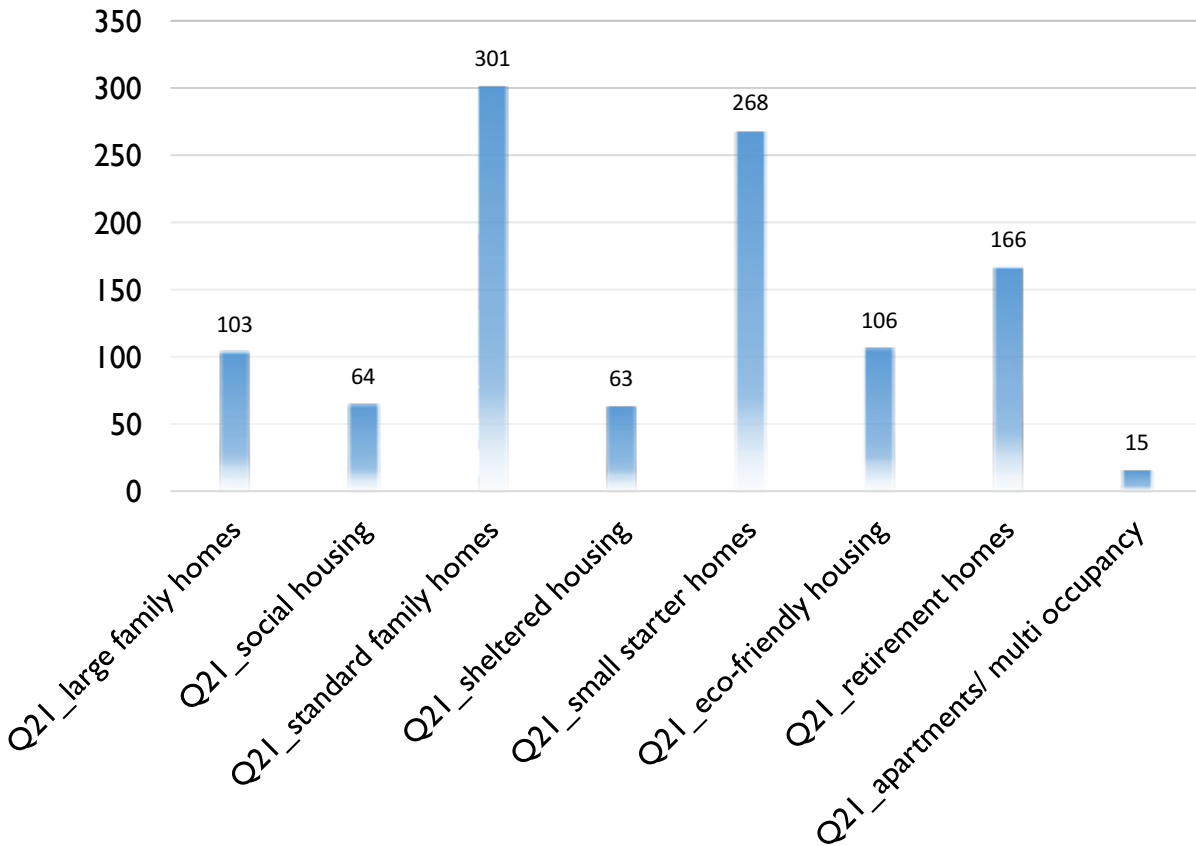
When asked *'how many new houses do you think we should build in the village in the next 20 years?'* respondents supplied a broad range of responses spanning from '0' to '500'. The average fish response was however calculated to be '48'.

6.4 New Developments

Question 21 sought to establish which housing types were most important for new developments in the village. For the purpose of data analysis all responses selected as 'not important' were allocated a '0', 'important' a '1', and 'most important' a '2'. The graph overleaf depicts respondents' views:



HOUSING TYPES



It is clear to see that 'standard family homes' are considered 'most important' by the majority (28%), closely followed by small starter homes (25%) and retirement homes (15%). Apartments/ multi occupancy dwellings were considered to be least important accounting for only 1% of the answers provided.

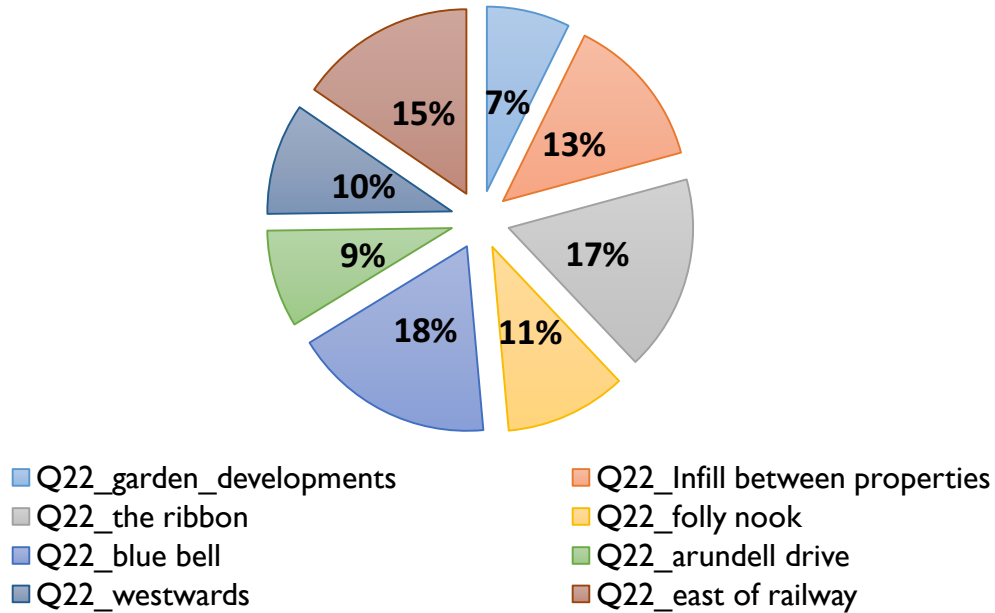
6.5 Locating new housing developments

From the data collated it is fair to say that there are many appropriate locations that those surveyed agree that new houses could be built. The preferred sites are however; 1) Between the Blue Bell and Arundell Drive on Great North Road 2) The ribbon/ space between Ranskill and Torworth 3) East of the Railway Line, beyond



Station Road. The least favoured option was ‘back garden developments’ with only 59 votes in favour.

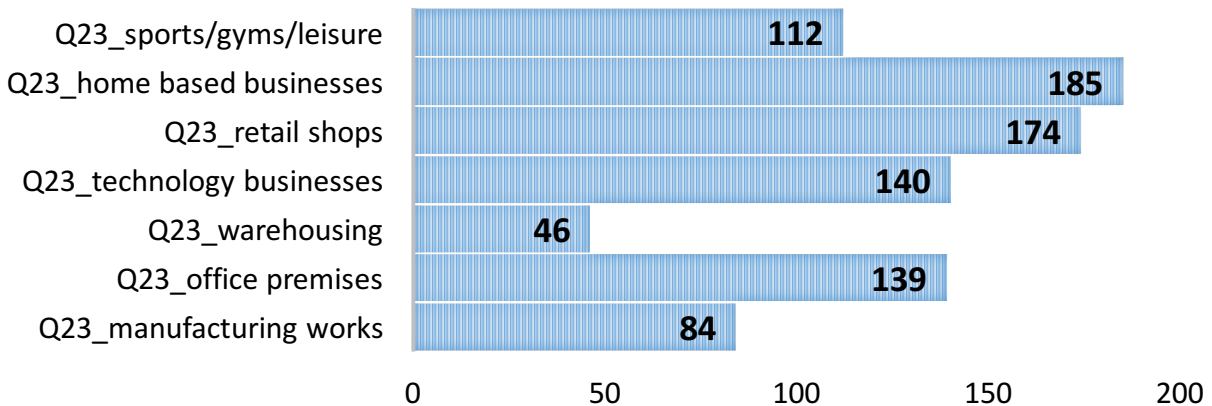
BUILDING NEW HOUSING



7.0 Business & Commercial

7.1 Support for enterprise

TYPES OF BUSINESS



Of the 335 individuals undertaking the village survey, 185, equal to 55%, supported home based businesses being in the village. A further 52% of individuals showed support for retail shops being in the village., This was closely followed by support for other types of businesses including technology businesses and office premises. The least favoured type of businesses were warehousing businesses with only 14% support from the local population.

7.2 Siting new commercial premises

290 of the 335 individuals surveyed provided a response to this question. Of these 290 individuals 62% were in favour of siting new commercial premises in a fixed enterprise zone, compared with 31% who favoured developing a new retail centre. Only 19 individuals, equal to 7% of those surveyed favoured locating new commercial premises between existing housing.

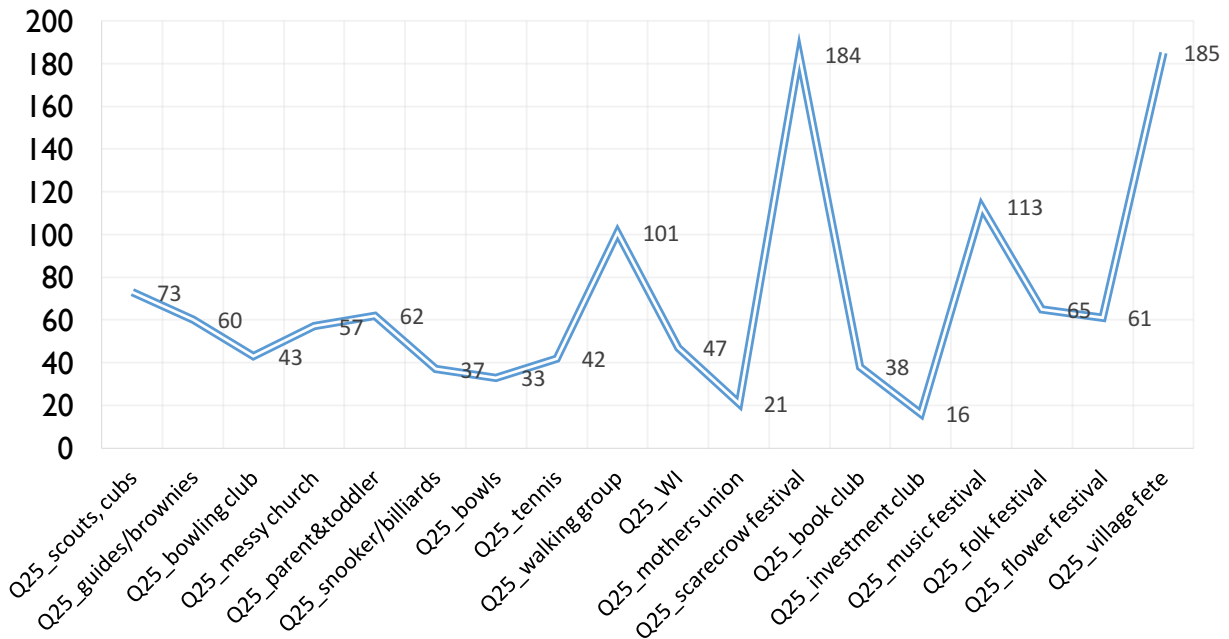
8.0 Local Activities

8.1 Activities you and your family participate in

Question 25 sought to establish what activities individuals and their families participated in, or would if they were available in the village. The 'village fete' was the most favoured local activity with 55% of respondents, equal to 185 individuals selecting this option. This activity was closely followed by 'The scarecrow festival'; this received support from 55% of participants, equal to 184 individuals. The walking group also proved popular with 30% of those surveyed; though the investment club was popular with just 5% of all respondents.



ACTIVITIES



8.2 Other Activities

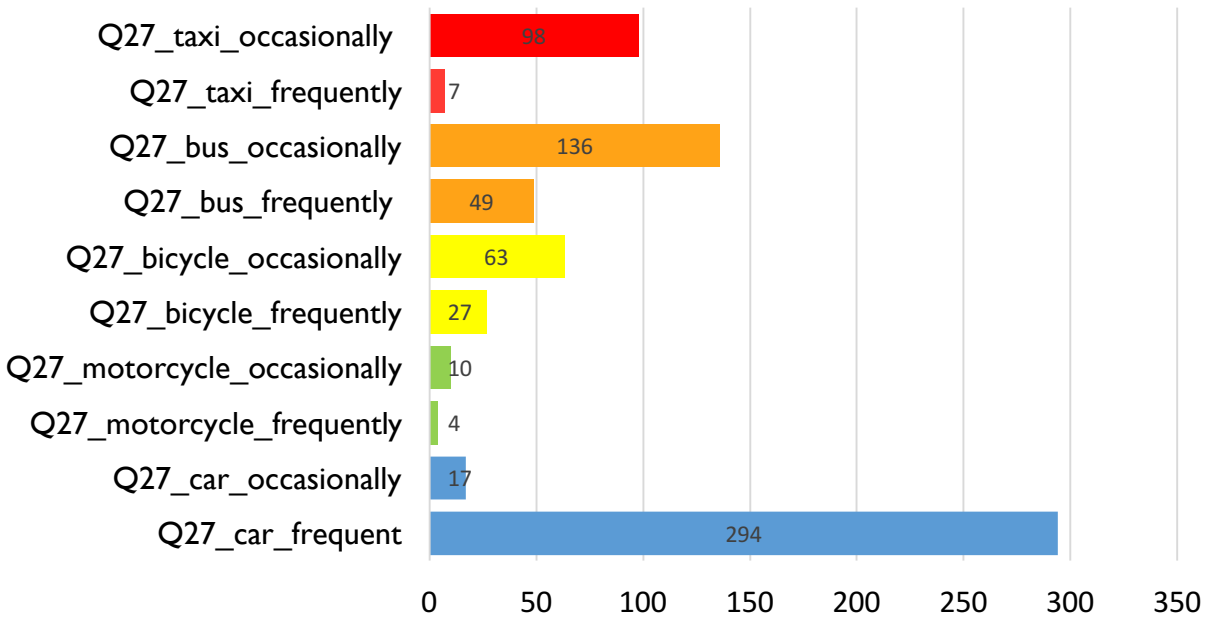
This qualitative question received numerous responses. The majority of the responses received suggested additional sporting activities be offered within the village. Suggestions included; fitness classes, yoga, badminton clubs, football clubs, dance clubs and Pilates. Other suggestions included skill sharing classes, and events 'to bring the community together', suggestions were also made for 'youth clubs/activities' 'mother and baby clubs' in addition to activities specifically for 'over 65's'.



9.0 Transport & Communications

9.1 Transport to and from the village

FORMS OF TRANSPORT



The graph above clearly shows the most frequently used form of transport to/ from the village to be car (88%). This is followed by bus (15%). A further 41% of those surveyed specified that they travel by bus occasionally, and a further 29% stated that they occasionally use taxis to and from the village.

9.2 Bus destinations

The most important bus destinations were found to be:

1) Retford, 2) Doncaster, 3) Worksop, 4) Bawtry.



9.3 Increased bus services

Of the 185 individuals answering the question:

Would you benefit from an increased Sunday service? **44% said yes.**

Of the 161 individuals answering the question:

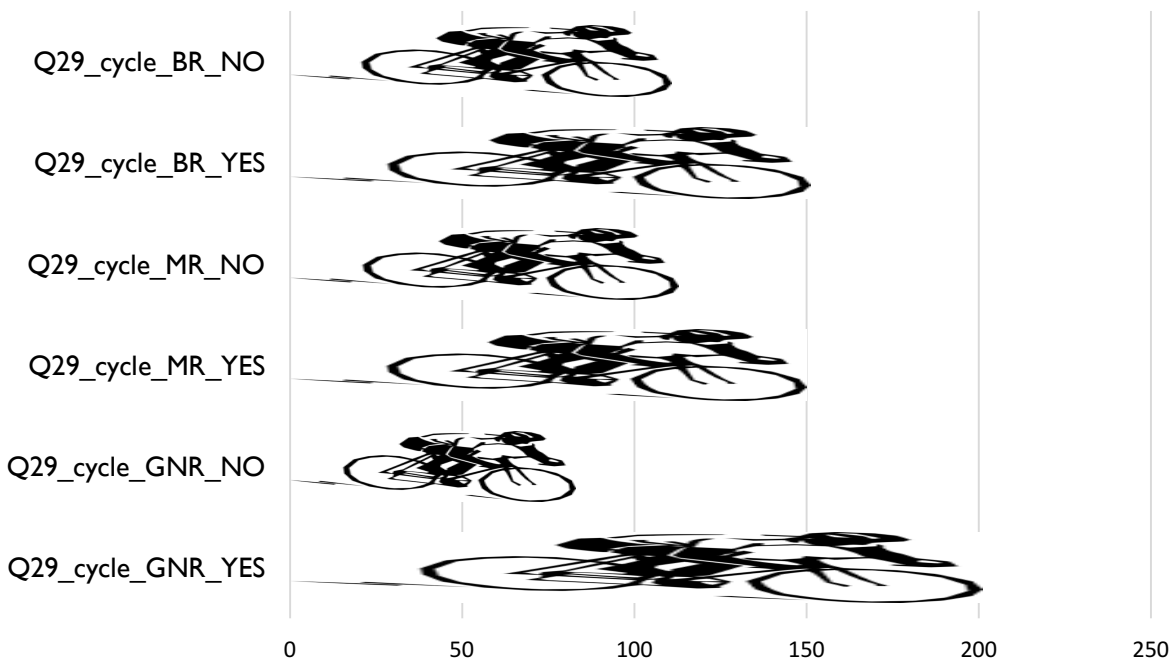
‘would you benefit from an on-call community bus?’ **38% said yes.**

Of the 146 individuals answering the question:

‘would you volunteer to support an on-call community bus service?’ **25% said yes.**

9.4 Cycle lanes

DESIGNATED CYCLE LANES

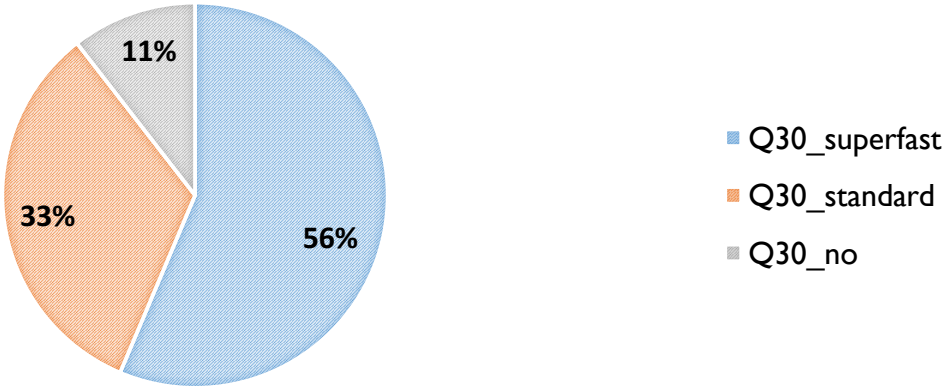


In all cases the majority of respondents agreed that the village would benefit from designated cycle lanes on Blyth Road (BR), Mattersey Road (MR), and on the Great North Road (GNR).

9.5 Internet access

94% of all individuals undertaking this survey answered this question. Of these 314 individuals, 56% stated that they required superfast broadband at home, 33% standard broadband, and 11%; equal to 33 individuals, stated that they did not require broadband at all.

REQUIRE BROADBAND AT HOME



When asked: 'would you be prepared to pay higher charges for a faster service?' 44% of the 264 respondents said 'yes', the majority (56%) would therefore not be prepared to pay higher charges for a faster service.



10.0 Suggestions & Ideas

44% of participants (152 individuals) provided additional comments. The majority of these were positive with individuals commenting '*Ranskill is a good place to live*'. Most individuals suggested additional amenities be developed within the village. A village hall / community space was a recurring suggestion by many.

Other comments centered around overdevelopment and building within the village, and it is clear that many of these individuals wish to '*keep Ranskill a village*'. Some residents commented that Bassetlaw District Council '*approve any planning application*' despite villagers opposition.

Further suggestions relating to road calming measures, traffic pollution, and road safety were made. Littering and dog fouling was also a theme discussed by some.



Supporting Notes

This report has been designed to help you understand the data captured and collated from The Ranskill village survey 2016. We have sought to highlight the key features within each specific area as defined by the questionnaire design. It is anticipated that these will be useful to bear in mind when devising the neighbourhood plan.

In order to build a better picture of each of these categories this wealth of statistical information could be further enhanced by conducting a comprehensive series of focus groups, interviews and visits. Likewise, an increased historic context could be added to this narrative.

This report, including the processing of the associated questionnaires, has been electronically processed, summarised and analysed independently by Business Jigsaw Ltd. No directors or employees of this company are connected directly, or indirectly with any subjects or persons associated with this project, and thus the statistics presented herein are reflective of the questionnaires collated.

Report signed on behalf of the company by:



Miss R. L. Goodman. CMgr, MCMI, MSET, PGCE, BA (Hons),

Director of company: 10194197.

Date: 15.12.2016

