

Newport

VILLAGE PLAN

NOVEMBER 2010



THE
FUTURE
FOR OUR
VILLAGE

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AIMS

- To consult all residents about what we want in Newport with regard to shops, business, recreation, transport and housing.
- To provide the parish council with an action plan.

FINDINGS

A questionnaire was delivered to each household in Newport. We had a 20% response representing 25% of the population from which this plan has been collated.

FOREWORD

The village of Newport, Essex is in the district of Uttlesford in the northwest corner of Essex, three miles from Saffron Walden and some seventeen miles south of Cambridge. It lies to the east of the M11 motorway. The B1383 (formerly the A11) road runs through it, and part of the Cam River Valley Landscape Area.

The earliest certain mention of Newport for the name of this village appears in the Domesday Book of 1086, although there is evidence of human habitation going back possibly to some 250,000 years ago. The name means a new town; 'port' was often the name for a market in Saxon times, and Newport did have a flourishing market. The village grew and prospered until around AD 1300 after which it declined and its market ceased; it was overtaken in importance by its neighbour, Saffron Walden.

Until the 20th century Newport was mostly dependent on agriculture, although a wide variety of occupations have been followed in the past, notably in the leather trade and in woolcombing and later in malting.

There are many old buildings in Newport, two of which are the Crown House (mostly late 16th century) with its 17th century pargetting, and Monks Barn, a Wealden type house dating from the 15th century and featuring an oriel window supported by a carved wooden bracket. The Church dates from the 13th century.

The opening of the M11 motorway in 1979 had a dramatic effect as the noise and pollution of heavy traffic was removed from the village street, although, as in all parts of the country, the number of vehicles using Newport's roads increases all the time.

Newport has a lively community with activities for all. A railway service takes commuters to London in an hour, and to Cambridge in half an hour. An hourly bus service between Saffron Walden and Bishops Stortford runs through the village. There is a doctors surgery, two busy pubs and a social club as well as many clubs and societies. These are identified in Newport News, our glossy twice- yearly magazine which aims to cater for all tastes; the award winning 'A Village in Time: the history of Newport, Essex' published in 1995, was based on a series of articles which had appeared in the magazine.

John Gordon and Angela Archer



LOGO COMPETITION

A logo competition was organised among the children of the village, our two winners were Drew Burroughs (right) and Ben Morris (left).



SUMMARY

- 85% of the population of Newport appear to settle, 15% stay five years or less.
- The majority shop outside Newport in private cars.
- The majority would not object to affordable housing but want Newport to retain its village size.
- Many residents would like improved parking near shops and businesses.
- The majority think that the recycling facilities are adequate.
- 94.2% of respondents read Newport News for information and interest.
- The majority of respondents are aware of Neighbourhood Watch.

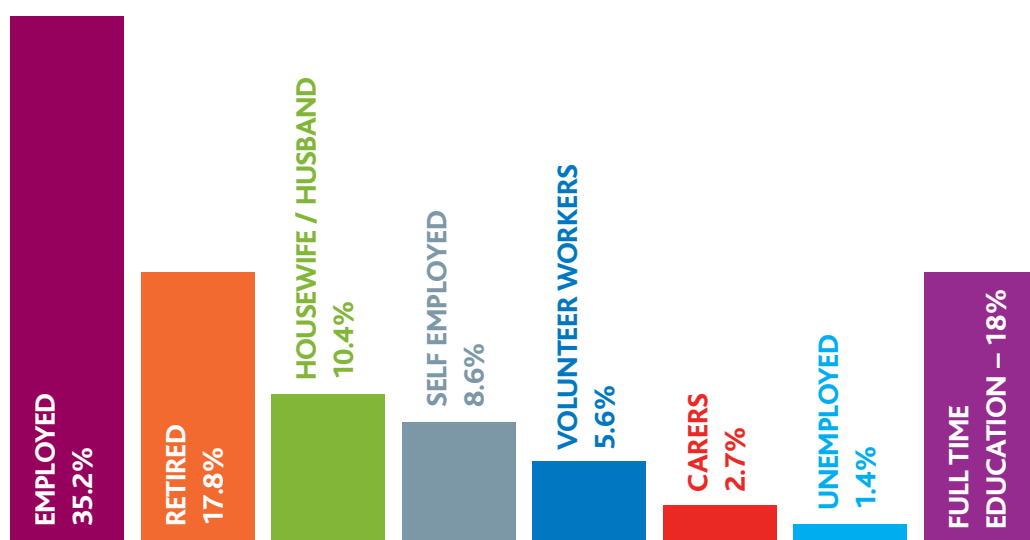


PEOPLE

- The **age distribution** of respondents was as follows:

over 60	194
45-60 years	174
30-44 years	105
18-29 years	71
11-17 years	42
5-10 years	24
0-4 years	25
- 88.4% of respondents are **home owners**, 2.9% rent privately and 4.6% rent from the council. Housing Associations rent out the remaining 4.0%.
- The respondents own 292 cars and the total **car parking** spaces available are 396.
- The **occupations** of respondents was as follows:

Employed	168
Retired	85
Housewife/ Husband	50
Self employed	41
Volunteer workers	27
Carers	13
Unemployed	7
Full time education	86



TRANSPORT AND HIGHWAYS

- **Traffic Speed** is one of the major concerns of villagers. 56.2% of respondents suggest speed reminders, flashing warnings, humps, bollards and a reduction of speed to 20mph in the estates.
- Other suggestions to **make the roads safer** are:
 - To build **mini roundabouts** at the junctions of Station Rd with London Rd, Debden Rd with High St, Wicken Rd with High St, and Bury Water Lane with Cambridge Rd.
 - To increase **policing of speed limits** using permanent cameras.
 - To enforce existing limits and laws regarding the use of **mobile phones**.
 - To allow **parking on only one side** of the High Street. To **reduce parking by commuters** on the public highways by creating more off road parking. To **restrict parking** on Frambury Lane and Wicken Rd.
 - To create **one way traffic** in Frambury Lane.
 - To create **more crossings** with central reservations at Belmont Hill, London Rd and Frambury Lane.
- **Congestion** is particularly bad around schools at the start and finish of the day (81.9% of respondents) and is also caused by inconsiderate parking especially near the shops (74.9% of respondents).

Other causes of congestion were considered to be inadequate off road parking, parking restrictions not enforced, poor driving skills, large commercial vehicles passing through the village, greater use of cars rather than using public transport and not considering the real cost of using cars instead of public transport.



- **Public Transport** – 68.5% stated that public transport was adequate, however of the 31.5% that were not satisfied the main reasons given for dissatisfaction were infrequent buses and trains and buses not running late enough in the evening. Five respondents would like a direct service to Stansted Airport. Other comments included difficulty in accessing buses and trains for the disabled and for those with buggies.
- **Inconvenient parking** is reported to be a problem in Frambury Lane and in the High St, particularly outside the shops and at the schools.
- **Cycle ways** were suggested as a method of making roads safer for users.

RECOMMENDATIONS

1. That speed limits of 20mph be introduced on estates.
2. That flashing speed reminders be placed at the entrances to the village.
3. That 30mph be painted on the road surface on the main road.
4. That parking should be reviewed on Frambury Lane and Wicken Rd.
5. That speed bumps and chicanes be used. That parking restrictions be enforced.
6. That buses and trains should run more frequently and that buses should run later in the day.
7. That a rail service be provided direct to Stansted Airport.

ACTION

1. To support the Traffic Management Group of the Parish Council in continuing and developing its work on speed limits, traffic calming, bollards, mini roundabouts and pedestrian crossings, as well as controlling the parking on the streets.
2. To support the Primary School development of the walking bus for pupils living in Newport. To encourage children attending both Newport Schools to walk or cycle to school.
3. To ask the Parish Council to review arrangements for parking in the village, both for residents and for visitors on a comprehensive basis and to consider car sharing and car parking schemes.
4. To ask the Parish council to lobby the Train Operating Companies to provide a half hourly train service outside the present peak hours and to provide a direct service from Newport to Stansted Airport.
5. To ask the Parish Council to lobby Essex County council and the local bus companies to provide a service that runs later in the evening.

SERVICES, FACILITIES AND EMPLOYMENT

- **Shopping** – 93.1% of respondents shop for essential food out of Newport and 45.4% at Newport Stores indicating that some people shop both in and out of Newport. 15.5% of respondents shop online. The vast majority of respondents use private cars to shop (90.9%), 37.1% people walk to shop and a small number cycle, go by bus, train or taxi.
- 61.5% of respondents think that the village would benefit from **more locally established businesses**, those mentioned being a bank, general retail, a butcher (2.7%), greengrocer, fish and chip shop, fishmonger, Chinese restaurant/takeaway, cafe (2.2%), dentist, hardware/DIY/electrician, and dry cleaners.
- **Use of existing facilities** – 22% of respondents reported using the village shops, P.O., pharmacy, and baker. 78.2% reported using the local pubs and 8% visit the Indian restaurant.
- When asked what **facilities people wanted**, responses included a central focal point for the village providing a meeting place (e.g. a cafe), more for mothers and toddlers, more sports facilities, a car park for visitors and shoppers, and a visiting service for the old or lonely.
- **Local employment** – 61.5% of respondents thought that Newport would benefit from more locally established businesses and employment, 38.5% thought not. Employed and self employed people lived in 36.8% of households. 20% of households reported retired and volunteer workers. A few households reported a carer being resident and even fewer reported unemployment.
- **Travel to work** – 28.3% respondents work in the village, 44.9% travel less than 10miles, 33.1% travel 10–30miles, and 31.5% travel over 30 miles. The largest number of people travel by car (40%) and by train (18%), with 2 people saying that they use a plane.
- We asked what **services** had been used in the past year. 97.6% of respondents have been seen by a doctor, 79.4% have visited a dentist. 9.4% have seen a district nurse and 10.6% the health visitor, and 3.5% have had maternity care. Ambulances have been used by 9.4% and 0.6% have a home help provided.

RECOMMENDATIONS

1. That the village hall is made more of a focus for village activities.
2. To investigate the use of the village hall or church house or other building as a focus for a meeting place for coffee etc.
3. That the Parish Council support the Newport Business Association in the promotion of a commercial centre in Newport through the Local development Framework.
4. That a visiting service be set up for elderly or lonely residents.

CONSERVATION

- We asked if the village should promote the use of **energy conservation** schemes in village developments – 91.7% of respondents said yes, and 8.3% said no.
- To the question about the state of **old buildings and heritage sites** in Newport – 38.8% thought they were in a good state, 54.1% thought that they were satisfactory, and 7.1% thought that they were in a bad state.

RECOMMENDATION

1. That residents are made aware of Uttlesford Sustainable Homes Network.



HOUSING AND DEVELOPMENT

- Respondents were asked if there were objections to an **Affordable housing scheme**. 19% said yes, but 81% said that they would not object to such a scheme because we need cheaper and smaller houses for young people. Reasons given for objecting included the following comments:
 - Newport is big enough already.
 - Do not create a town or upset the social balance.
 - The parking and traffic problems in Frambury Lane would increase.
 - Keep village boundaries.
- 25% of the respondents have **lived in Newport** for five years or less, 9% between 6 and 10 years, 13% between 31 and 35 years, 5% between 36 and 40 years, 7% for longer than 40 years. These figures suggest that a significant number will stay in the village for less than five years (400–500 people) but that around 85% remain for about thirty five years.
- 19.4% of respondents said that someone in their family will be **seeking accommodation** in Newport in the next 5 years.
- Concerns were raised about the number of **larger houses** being built in the village on sites that had not previously been built on.
- **Why people choose to live in Newport**



RECOMMENDATIONS/ACTION

1. That affordable housing schemes be encouraged bearing in mind infrastructure needs, in accordance with Policy H11 of the Uttlesford Local Plan Adopted 2005 – Affordable housing on Exception Sites.
2. In response to the District Council's Local Development Framework, the Parish Council will make representations recommending that any further development in Newport of greater than two houses should be at least 50% affordable.

LEISURE AND RECREATION

- When asked if any areas of **Newport should be preserved** – 70% of respondents said yes, identifying the following places: Debden Meads, Woods, The Common, Gaces Acre, Recreation ground, The Allotments, footpaths, green areas in Cherry Garden Lane and Elephant Green, the fields opposite Frambury Lane, Debden Rd, Wicken Rd and Bury Water Lane, and the Croat and rivers, Chalk Farm area, verges, old war bunkers and old buildings. Respondents also wanted to extend the conservation area to cover the general streetscape, Shortgrove and flint walls.
- The **open spaces** that are used by residents are bridleways and footpaths (89.9%), Diana Sell playground (41.7%), Allotments (7.1%), Common (36.9%), Recreation Ground (44%). The open spaces are used for a variety of activities, including walking with dogs or children; to access shops, the school and village hall; for meeting friends; and for playing games such as rounders, football, croquet, cricket, flying kites, cycling, running and horse riding.
- Respondents were asked what they would like the **spaces used for** and replied that they would like other events on the common such as car boot sales, something for teenagers, and open air music events. There is a request for quiet gardens and also for cycle ways to be available.
- We asked the **younger people** in the village where they met and what they would like to see in Newport. 81.1% of young people meet at home or a friend's house, 27% meet at a recreation ground. Young people would like dance exercise classes, keep fit, pilates, badminton, rounders, golf and off road biking.

RECOMMENDATIONS

1. That the youth leaders be asked to consider other ways to engage the young people in discussion with young people.
2. That a quiet garden be formed near the church.
3. That cycleways be constructed and consideration given to finding an off road biking site.
4. That existing open areas are protected and new open areas are created in any new developments in accordance with Policy ENV3 – open space and trees of the Uttlesford Plan Adopted 2005.
5. That the Parish Council encourage diverse uses of the common.

ACTION

1. To ask the Parish Council to lobby for cycle ways and develop a plan to protect possible routes for footpaths and cycleways in the village.
2. That St Mary's Church and the Parish Council be asked to form quiet gardens in addition to the one started at the United Reformed Church.
3. That the Parish Council identify areas of the natural environment to be preserved.

INFORMATION AND COMMUNICATION

- The majority of respondents (94.2%) read **Newport News** for information. Local papers had the next highest readership (87%). 61.6% of respondents read the Parish Council newsletter and 56.4% read the neighbourhood watch newsletter. The Parish council notice boards and notice boards in shops are read by 19.2% and 45.9% of respondents respectively. The village website and schools account for 15%–20% of information. Other places where information is gathered are the internet, Newport Business Association, Church website and word of mouth and roadside signs.

RECOMMENDATIONS

1. That a notice board be placed in a central position in the village.
2. That a village diary be reinstated.

INTERNET USE

- We asked 'if Newport offered a place to **access the internet** would you use it?' 72.4% answered 'no', some answered 'if my machine breaks down', and 27.6% of respondents said 'yes' (47 people).
- We asked younger residents 'Do you think that the **village website** could be a useful way to communicate activities for younger people' – 89.1% said 'yes'.

RECOMMENDATION

1. That the village website be used to inform villagers of events.



RECYCLING

- 76.9% responded that **recycling facilities are adequate** in Newport. 23.1% thought that there could be improvements and made the following suggestions:
 - A collection of garden waste and glass from houses.
 - Improve the station car park collection point to include metal waste, a clothes bank, oil collector and a bin for empty bags.
 - Place a litter bin at the layby at Wicken Rd near the motorway.
 - Many respondents requested smaller bins for kitchen waste.

RECOMMENDATIONS

1. That the District Council improve the facility to collect other waste from households.
2. That the Parish Council improve the facility at the station.

ACTION

1. The Parish Council will discuss these recommendations with the District Council.



CRIME IN NEWPORT

- We asked several questions about **crime and policing** and received the following responses:
 - 53.7% of respondents thought that there is more crime in Newport than five years ago and 46.3% thought not.
 - 45.1% of respondents thought policing in Newport adequate and 54.9% thought not.
 - 44.3% of respondents had reason to call the police and 55.7% had not.
 - 12.1% of households reported someone had been a victim of crime in the past year and 87.9% had not.
 - 25.9% of households reported someone had been a victim of antisocial behaviour in the past year and 74.1% not
 - 78.6% of respondents are aware of Neighbourhood Watch in Newport but 21.4% are not.



RECOMMENDATIONS

1. That the police provide a greater presence in the village.
2. That Neighbourhood Watch is given a greater profile.
3. That the reporting of antisocial behaviour be improved.

ACTION

1. To ask parish council to approach the police to ask for a greater presence in the village.
2. To ask local Neighbourhood Watch team to make residents in their area more aware of the scheme.
3. To use the village website to record incidents of antisocial behaviour.



“I am the envy of my friends who live in towns”

“Change nothing, we’re alright”

“Our visitors come to Newport for the peace”

“Maintain the village and rural life”

“Nice to see a community working together”

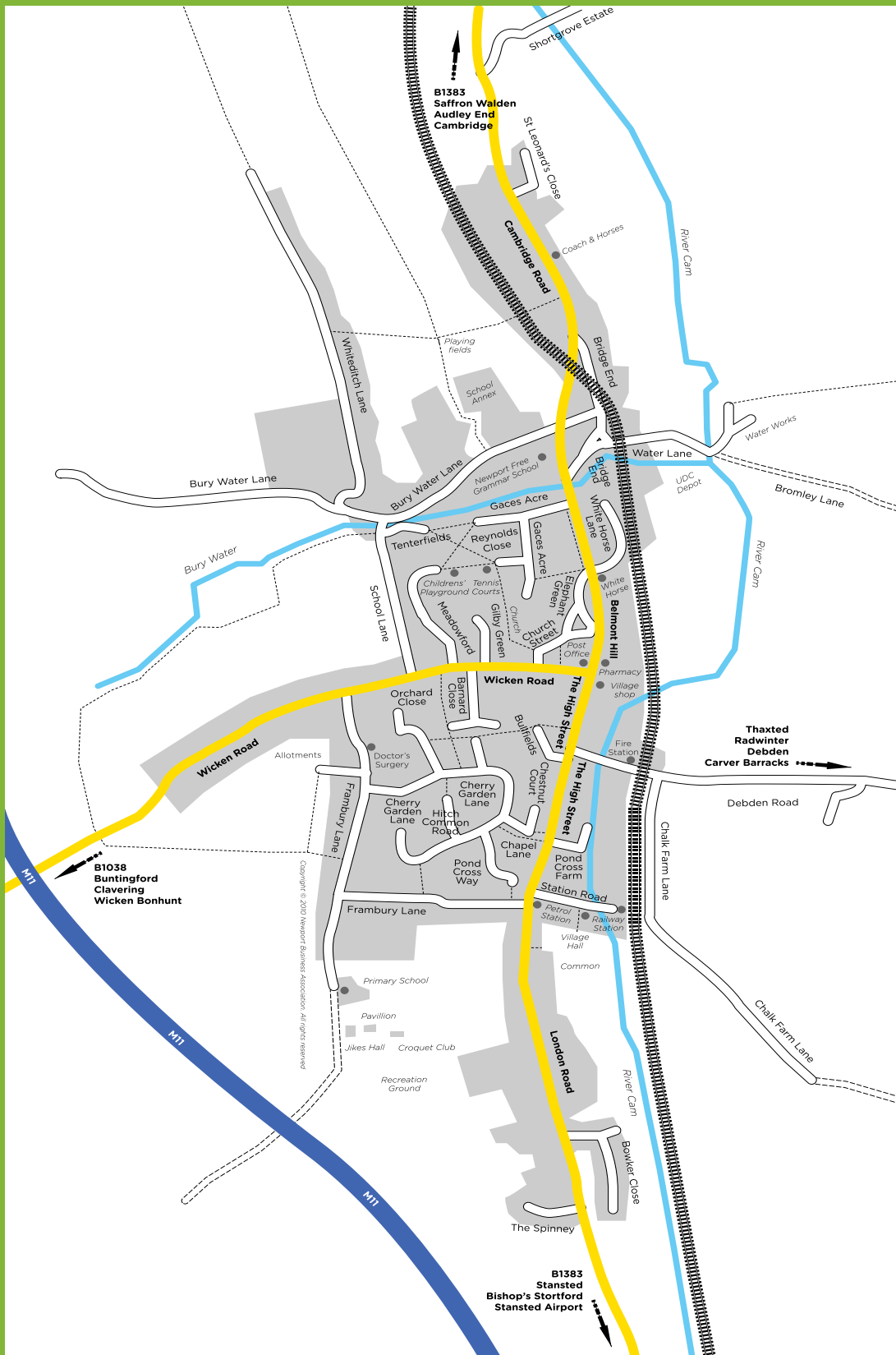
“Great that we have a fete again”

“We enjoy living here and have family growing up here”

“Do not urbanise the village”

“Stop being busybodies and leave things alone”

“Control growth and changes”



THANKS to the group of villagers, especially Berenice Smith, Eleanor Burroughs, Matthew Yarwood, Bailey Burnett, Jeremy Rose of C-Lutions and Olivia Willsher who have met over the past 18 months to produce a questionnaire, deliver a copy to each household in the village, collate the answers and write the final plan. Thanks also to Barney Miller of The Design Mill for the final layout and design of this report.

Photos: Ted Denyer & Berenice Smith

