

AMOTHERBY PARISH PLAN - 2008

Foreword

This Parish Plan is the culmination of a year's work and contains a summary of the results from the Questionnaire carried out in December 2008 and the resulting Action Plan.

The process of producing it was carried out to consult the residents of Amotherby parish, to identify the things that matter to you, produce a list of issues which need attention, and an Action Plan to address these.

It does not represent the view of the steering group or any individual but of all the residents of the parish who took part.

The Plan will become part of the Parish Council agenda and will be used as a vehicle to present the evidence to others of the wishes and needs of our community. Copies will be sent to RDC (District Councillor, Planning Dept., LDF, Community Planning etc), NYCC (County Councillor, Highways Dept. etc), Fire, Police, Ambulance and other relevant bodies.

We hope you will find the finished Plan informative.

Acknowledgements

We would like to thank everyone who took part by filling out the questionnaire or attending the drop-in.

We could not have produced this Plan without the financial support of Yorkshire Rural Community Council and the advice, support and time given by Maggie Farey from Rural Action Yorkshire (formerly YRCC) for which we are most grateful.

We would also like to thank Mr Bob Audsley and the children of Amotherby Community Primary School, BATA and Westlers Foods, and all those who have supplied photographs.

Members of the steering group

Liz Armitage-East (Chairman)
Ann Hall (Vice-Chairman)
David Wakeley
Audrey Wakeley
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Nigella Ballard (Parish Council)

All comments are available to view on the website:-
www.amotherbyparishplan.co.uk

How the Parish Plan was produced

In February 2008 Amotherby Parish Council decided that producing a Parish Plan, with the assistance of Yorkshire Rural Community Council, would improve their ability to serve the community by providing information on the needs and wishes of the residents of Amotherby. Grant funding and assistance was available to carry this out and so the PC signed up for the process.

A Drop-in event was held in the Parish Hall on June 3rd 2008 to ask for people's ideas and thoughts on various issues in the parish and to gather names of people willing to help with the process of producing the Plan. From the responses a Steering group was formed which, using information gathered at the drop-in, produced the Questionnaire that was delivered to all occupied houses in the parish in December 2008.

There were at the time 152 dwellings in the parish, which covers the village itself (120), 9 on the edge of Appleton-le-Street, 6 at Easthorpe, 8 at Hildenley, and 9 more scattered cottages and farms. There were 12 empty properties, so 140 questionnaires were given out.

A few people, mostly further from the village, thought that it was not relevant to them and decided not to complete the questionnaire, but 103 were returned, a magnificent **response rate of 72%**, which shows how much you all care about and are interested in your community. In addition 20 people filled in the extra sheet offering help with the Parish Hall and Churchyard Conservation Group.

The Steering group have held regular meetings to collate the information gathered from the questionnaire replies and this has enabled the statistics included in this Parish Plan to be produced. From these and your comments various issues have been identified and included in an Action Plan, which hopefully can be carried out by the community working together and in partnership with other agencies.

Geography

Amotherby parish lies on the southern edge of the Vale of Pickering in the Ryedale district of North Yorkshire. It is approximately one mile wide and three and a quarter miles long, extending from just over the top of the Howardian Hills down the north facing slope to the River Rye at Newsham Bridge. The area is primarily farmland, mostly arable, with some woodland around Hildenley and soils range from stony on top of limestone at the top of the hill, through sandy loam, to heavy clay at the bottom of the slope north of the village. There are two important industrial sites in the form of Westlens food factory and the BATA mill and oil/gas depot in Amotherby village. Other facilities are Amotherby Community Primary School, the Queens Head pub, Bentleys garage, St Helens Church and the Parish Hall.

The village of Amotherby where most dwellings are situated lies at the centre of the parish, just under 3 miles west of Malton where the B1257 and the C20 (Amotherby Lane) cross. It is in outline a T shape, extending along the roads, with small extensions sideways in the form of Church Street, Meadowfield and Cherry Tree Walk, Seven Wells and Eastfield. The remainder of the parish is made up from the scattered houses of Easthorpe and Hildenley, several houses attached to the neighbouring village of Appleton-le-Street (which nevertheless lie within the parish boundary) and outlying farms. At the time of the survey (Dec 2008) there were 152 dwellings in the parish--120 in the village, 9 at Appleton, 6 at Easthorpe, 8 at Hildenley, and 9 isolated farms and houses. The latest electoral register listed 274 adults resident.

History

At the end of the last Ice Age the Vale of Pickering was occupied by a great lake which gradually drained away through the Malton and Gilling gaps leaving the current valley on the edge of which Amotherby stands, roughly on the old shore line.

There has probably been a settlement at Amotherby since before Roman times; there are ancient tumuli on Amotherby Moor near the top of the hill and a food vessel, possibly Bronze Age, was excavated in one of the fields near the village. The B1257 roughly follows the line of an old Roman road (which gave Appleton & Barton their appendages of "le-Street") and the current C20 Amotherby Lane is believed to follow the route of another ancient road known as Wades Causeway which crossed the Vale of Pickering heading towards Cawthorne Camps and then over the Moors to Whitby. Traces of the Roman Road can be seen in the fields called The Knolls west of the village. The church may well date back to Roman times (St Helen being the wife of the Emperor Constantius Chlorus and mother of Emperor Constantine) and certainly Anglo-Saxon—remains of crosses dated to 900-1000 AD have been found and are preserved in the porch.

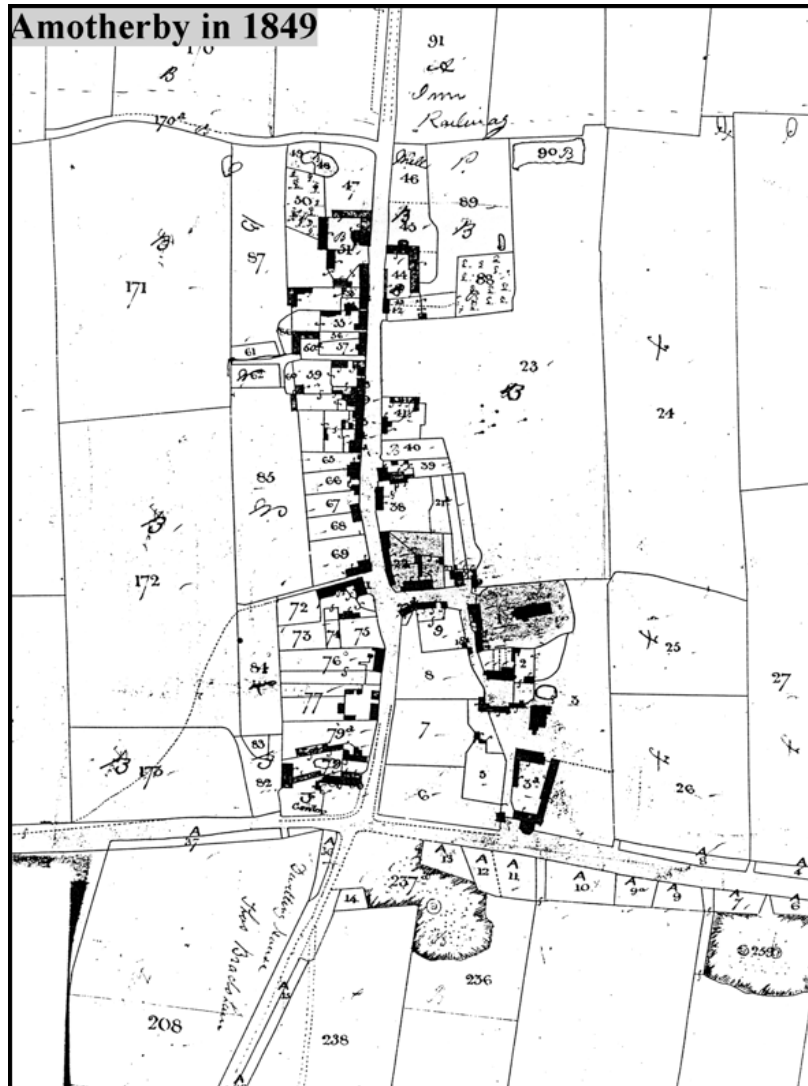
During the Norman period the church underwent the first of several restorations, the south doorway and possibly the tower base dating from this period. In a charter of Henry II (1154-1189) the church is mentioned, together with its mother church at Appleton-le-Street, as belonging to the Benedictine Abbey of St Albans in Hertfordshire. Before the Conquest the land was probably held by Cnut, who held land in Appleton-le-Street. Amotherby is listed in the Domesday book (1086) as Aimundrebi/Andebi/Edmundrebia and Eindebi and the land at the time belonged to the King and Hugh FitzBaldric. The land was given to the Paynel family by one of the first three Norman kings and early in the C13th they still held one third of Amotherby, other parts being held by the lords of Hovingham. In about 1303 most of the village was given to Robert Brus, whose descendants invested the land to John de Bordesden, who was apparently lord of the manor in 1316 and whose effigy as a knight in armour lies in the church to the right of the altar. In 1624 the manor was conveyed to William Strickland passing through the hands of Hugh Cholmley of Whitby and his heir Nathaniel Cholmley, who in 1766-7 conveyed it to John Wilkinson from whose trustees it was bought by Peter Thellusson, who also owned Brodsworth Hall near Doncaster. Peters father Isaac was a French Huguenot banker and businessman from Geneva who had amassed a fortune, legend being that much of it was due to him being left

holding jewellery and valuables from French aristocrats executed in the French Revolution. Peter died in 1797, leaving a very complicated Will, but the estate remained in the family for several generations.

Under an Enclosure Act in 1725 the school at Amotherby was endowed with twenty acres of land at Swinton, the income from this still today benefiting the school via the Amotherby Educational Trust. The whereabouts of this school are unknown but in 1744 what was the first "old school" was built, now St. Helen's House. Amotherby's land was enclosed by an award in 1776.

In June 1838 Queen Victoria's Coronation was celebrated by ringing the church bells at Amotherby and Appleton, and by the distribution of a half stone (7lbs) of flour to every poor family in the parish, procured "by subscription of landowners and inhabitants". Coal was also distributed to the poor at Christmas.

By the time of the 1844 tithe survey much of the village and surrounding land was still part of the estate of Peter Thelluson and owned by his descendants though rented out and farmed by villagers. The village at this time was much smaller than now, lying exclusively along the current High St/Main St/Church St, the population listed as 246. The 1849 Tithe Map which was produced in association is the first visual record of the village and area.



Rapid change occurred in Victorian times, as elsewhere in Britain. Manor House, Melton House, Station Farm and the Queens Head were all built sometime in this era. Construction of the Thirsk and Malton branch of the railway started in October 1851, being completed in May 1853, with Amotherby having one of the five stations on the line. The Queen's Head pub must have been built at the same time as in January 1856 there is a record of a Charles Avison aged 3yrs dying there. In 1856 there was a passenger train shuttling to and fro on the line three times a day and a daily pick-up goods train.

By the census of 1861 the population had grown from 245 in 1851 to 256.

Newsham Mill, later known as Parkes Mill and now BATA, was built in 1862 and on March 10th 1863 a big "tea-drinking" and sit down tea for 500 was held there for the Prince of Wales Wedding Day, with a dance in the evening. The Amotherby Brass Band were in attendance (were these the forerunners of the Swinton & District Band?) but the planned fireworks and games were postponed until Easter Monday on April 7th, there having been snow in the morning and drizzle all afternoon.

The Rev. Charles Pierrepont Cleaver (who later took the name of Peach), Vicar of Appleton and Amotherby from 1834-1886, appears to have had a large hand in activities in the parish including the establishment in 1863 of the Appleton-le-Street District Floral Society Annual Show (held in Appleton and Amotherby in alternating years) and the start of a parish newsletter in 1865.

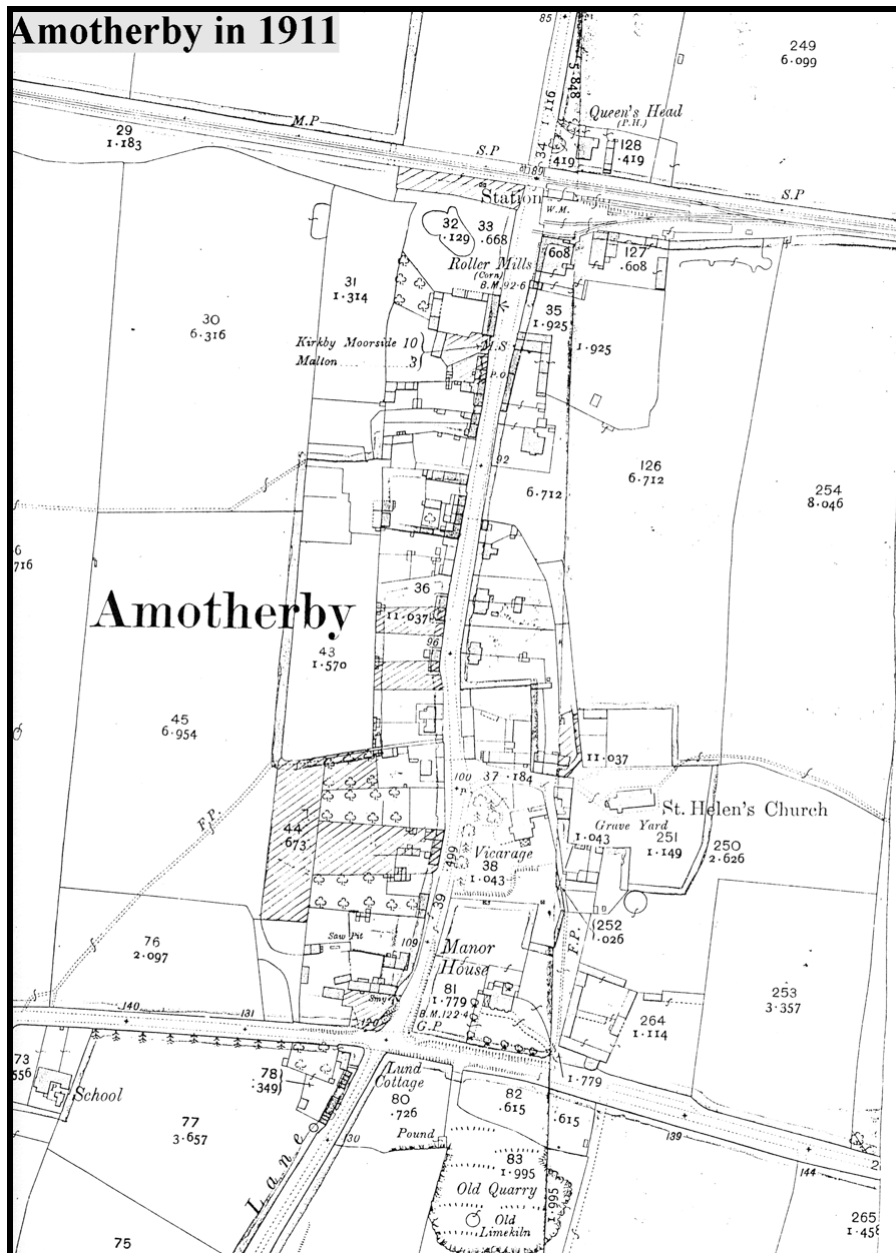
By 1866 the old school by the church was becoming overcrowded and in May 1866 land south of the Malton-Hovingham road was given by Charles Sabine Thelluson for the erection of a new Girls School (now The Old School). By August it was under construction and the old school being repaired to remain as the Boys School. The Girls

School cost £294-13-6d and the repairs to the Boys School £97-9-0¹/₂d, the money being raised by subscription by the community. In 1872 an infants' room was added to the new school.

In 1871 Rev. Peach, seemingly a far to energetic and multi-talented man, undertook a thorough restoration and enlargement of the Church, at a cost of £200, the north aisle being added at this time. He himself designed and carved the pew ends, pulpit of Caen stone and font of Hildenley stone and painted the glass in the east window. The old Norman font was relegated to the churchyard next to the porch where it is still. Not content with all this he erected in 1876 the Parish Room (now Sycamore House) for the transaction of parish business and for a reading room where he oversaw a library of "good texts".

January 1st 1887 saw the induction of Rev. C.P Peach's son, James Legard Peach, as Vicar of Appleton and Amotherby. The Jubilee of Queen Victoria's accession on June 21st 1887 was marked by a tea for everyone over 50 and all young children in the parish, provided by public subscription. The day finished with races for the children and some "seniors" raced for tea and sugar. The copper beech tree in the churchyard was reputedly also planted to mark the occasion. In 1888 the old vicarage at Appleton (now Appleton House) was sold for £2000 as a residence for Mrs. Peach, widow of the late Vicar, and in 1889 work started on a fine new vicarage, designed by Messrs. Ernest George & Peto of Maddox Street, London, near the church at Amotherby (now The Old Vicarage).

The 1891 census listed 270 people as living here in 52 inhabited houses with 7 uninhabited. In September 1893 tragedy hit the village with three people, Mr & Mrs Ellerby from a house between Appleton and Amotherby (?Winifred Farm) and her father, George Bradshaw, dying of Asiatic cholera. Mrs Ellerby's sister Mrs Rickinson, of Robin Hood's Bay, was also attacked but recovered after a long while. The 1901 census shows 51 inhabited houses and a population of 269.



By 1911 the village was still little changed in size, still being exclusively along High St/Main St/Church St, apart from the school on the Hovingham road and Lund Cottage at the cross roads but the C20th was to bring yet more change. Around 1920/21 the Thelluson estate sold off their holdings of land and the houses in the village to private owners. The rapid development of road transport after WW1 saw passenger numbers on the railway fall and the start of the end. In 1930 the station at Amotherby closed to passenger transport, although the line remained open until 1964 for freight and excursion trains. 1930 also saw the building, at a cost of £1000, of the Parish Hall, which was opened on 8th October by Lady Marjorie Beckett.

The looming threat of war in the late 1930's saw the building of what is now Westlers Foods by the Ministry for War to supply rations for the army. This became known locally as Amotherby Dump. The railway saw an increase in traffic and soldiers were stationed in and around the area, using the Parish Hall for recreation and building the stage there. Ammunition was stored in caches all up Amotherby Lane.

Eastfield was built in the 1950's as council housing and must have been some of the first houses to have been built with water piped in. The mains water supply to the village was put in some time in the 1940's to 50's—before that it came from wells or the parish pump, superseded in the 1930's by a tap, situated near the current telephone box. The digging of the trenches for the water supply and sewerage caused some havoc—the running sand halfway down Main Street causing Post Office Farmhouse to collapse.

In 1964 the railway finally closed; the Malton to Amotherby section being the last to go because of a long term freight contract with BATA.

Over the last few decades of the 20th and into the 21st housing has spread along the Malton-Hovingham road and increased in the village. In 1970 it was decided that the vicarage was too big for modern use and it was sold in February 1971. It lay semi-derelict for some years before being restored as a private house, turned into a Nursing Home and now once more being a private home. In 1972 a new smaller vicarage (now the Rectory) was built on the site of the old vicarage stables and orchard. By the late 1970's NYCC wanted to close Brawby school and send the children to Amotherby. The school on the Malton-Hovingham road was too small, not set up for modern teaching and was showing its age. When Meadowfield was developed land was set aside at the end of it to build a new school and this was duly built. It opened on May 10th 1984 and the old school was eventually sold and converted to a private house (now The Old School). This current school has since had to have extra temporary classrooms added. Almost all the farms shown on the old maps have gone; the land sold off to others and the farmhouses and buildings converted. Meadowfield and Cherry Tree Walk are where Low Farm was. New Cottages and part of Church Street occupy what was Church Farm. The barns next to Station Farm have been converted to offices and the buildings on the other side of the road were pulled down and Seven Wells built. Some of Manor Farm buildings have been converted to houses and it seems that almost every gap between the old cottages has been filled in.

(insert modern map of village?)

References:-

Apportionment of Rent-Charge in lieu of Tithes in the Township of Amotherby 1844 and Tithe Map 1949 (N.Yorkshire County Records Office)

An Ecclesiastical History of the Parish of All Saints, Appleton-le-Street with St. Helen, Amotherby by Revd. Barry Keaton

Malton Messenger 18 Nov 1871

Bulmers Directory 1890 (www.genuki.org.uk for Appleton-le-Street)

Victoria County History "A History of the County of York North Riding: Vol 1" (www.british-history.ac.uk for Appleton-le-Street)

Malton Messenger Jan-June 1862 (www.glamorganfamilyhistory.co.uk/maritime/Malton62-1.html)

Disused Stations Site record (www.subbrit.org.uk for Amotherby)

How it was-Village memories of Amotherby in the '30s & '40s by Brian Goforth

Yorkshire Gazette 11th October 1930

Ledger of the Parish of Appleton le Street--1838 onward (believed now in the Borthwick Institute, York)

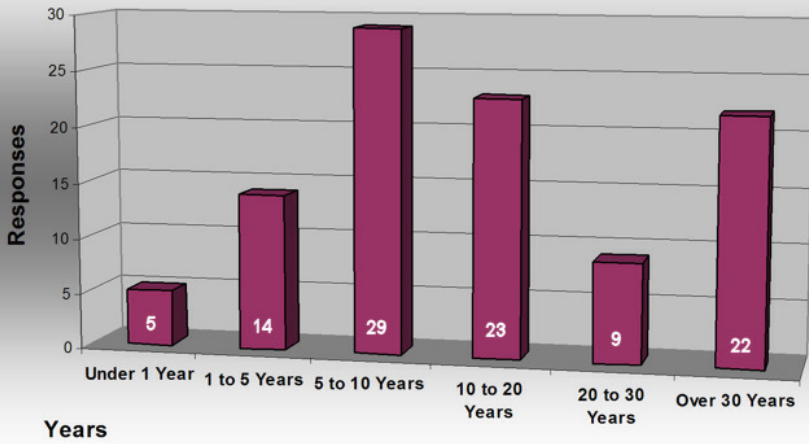
The many residents and others that have given information over the years.

This is as accurate a record of Amotherby's history as we are aware. Any errors or omissions are ours, and we would be pleased to receive any corrections or further information that you may have.

HOUSEHOLD

The first section of the Amotherby Parish Plan, was intended to ascertain how many people live in the parish and for how long, whether they work in the parish and if not, how far do they travel to work.

How long have you lived in the Parish ?

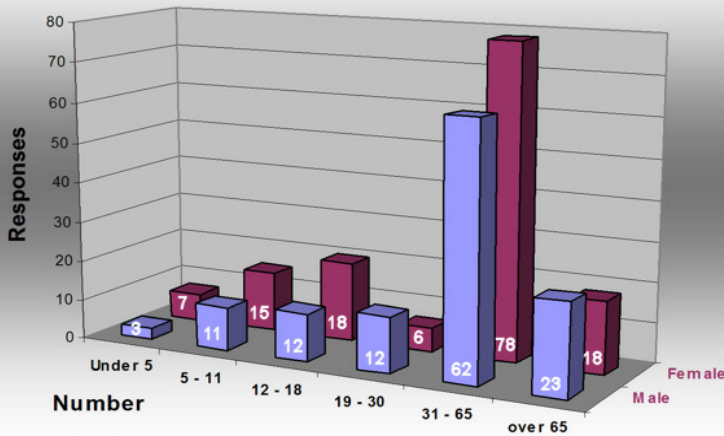


This graph is based on the number of responses to this question

We asked you : How long have you lived in Amotherby ?

The results for house occupation was one response per household and the graph shows that the highest majority of households have been occupied, by the current families, for between five to ten years. The second highest group is ten to twenty years, with over thirty at third highest. The under one year group is five households, climbing to 29 for five to ten years. This would suggest a steady increase of people moving into the parish in the last ten years with the building of new dwellings eg. Seven Wells.

Number of people in the household ?

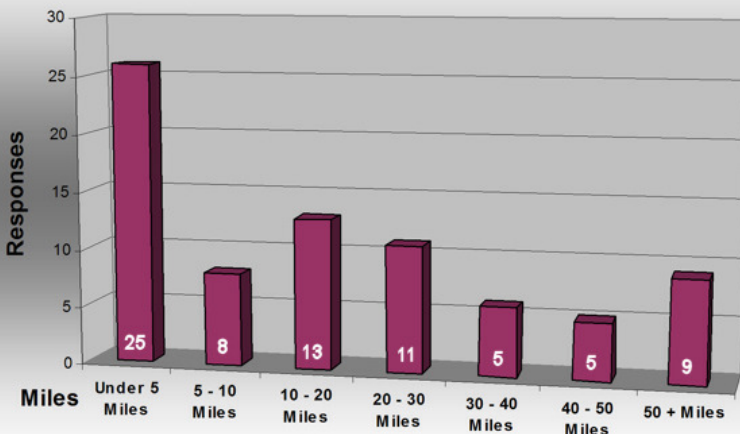


This graph is based on the number of responses to this question

We asked you : Number of people in the household

This question produced no surprises with the biggest group being thirty one to sixty five. Several responses per household were submitted and the ratio, overall, was 53% female and 47% male.

How far do you travel to work ?



This graph is based on the number of responses to this question

We asked you : If you work, do you work in the parish of Amotherby ?

Twenty people (22%) work in the parish and seventy two (78%) work and therefore travel to work outside the parish.

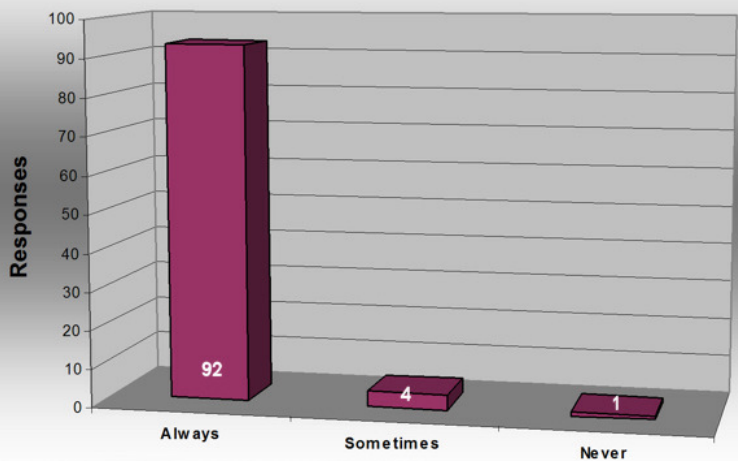
We asked you : If not how far do you travel to work ?

Most, twenty five people (33%), work within five miles and nine (12%) work more than 50 miles from the parish.

LOCAL TRANSPORT

The local transport questions were intended to ascertain whether or not you had your own personal transport or use of a vehicle, do villagers use local bus services, does anyone have a problem getting to shops and appointments. Would you cycle if decent tracks, paths etc were provided.

Do you have the use of a motor vehicle ?



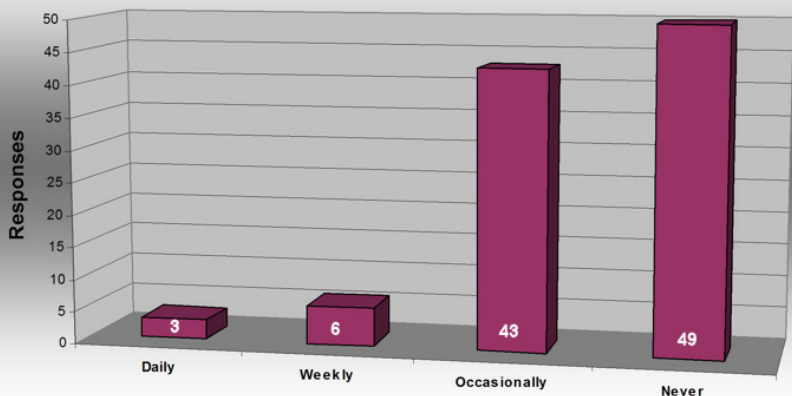
This graph is based on the number of responses to this question

We asked you : Do you have the use of a motor vehicle ?
 Around 93% of households own at least one motor vehicle. Only one household never use a car.

We asked you : Do you have any difficulties getting to the shops, GP, etc ?

Out of ninety eight responses, only 4% indicated they had problems getting to the shops or GP etc and 96% reported no problems. Comments included, bus not reliable and no buses on a Sunday.

Do you use the local bus service ?

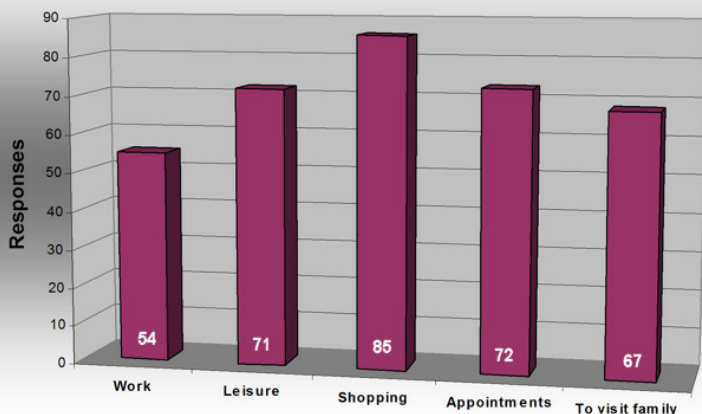


This graph is based on the number of responses to this question

We asked you : Do you use the public bus service ?

As can be seen from the graph, only nine people use the bus on a daily or weekly basis. Consistent with question 5, only 43 people use the bus occasionally and 49 people never use the bus at all.

What are the main reasons for traveling to and from the parish ?



This graph is based on the number of responses to this question

We asked you : What are your main reasons for travelling to and from the parish?

It is important to remember that each household ticked one or more of the reasons for travelling from the parish. Clearly shopping was the most used box on this part of the questionnaire.

We asked you : Do you feel this is a reliable service ?

Out of the total responses, 90% thought the bus service was reliable and only 10% thought it was unreliable.

We asked you : Do you think this service could be improved ?

Improvements to the bus service were suggested by 60% of the respondents with 40% stating that no improvements were needed. Suggestion for improvements included, synchronisation with the trains, (buses to reach Malton before

the hour and leave Malton fifteen minutes past the hour). An evening, Sunday and more frequent service was also suggested. Some respondents thought even cheaper fares for children were needed. Some thought more regular updating is needed for the service and smaller more easily accessible buses were suggested. It would also help if all the buses came down the village and not just some.

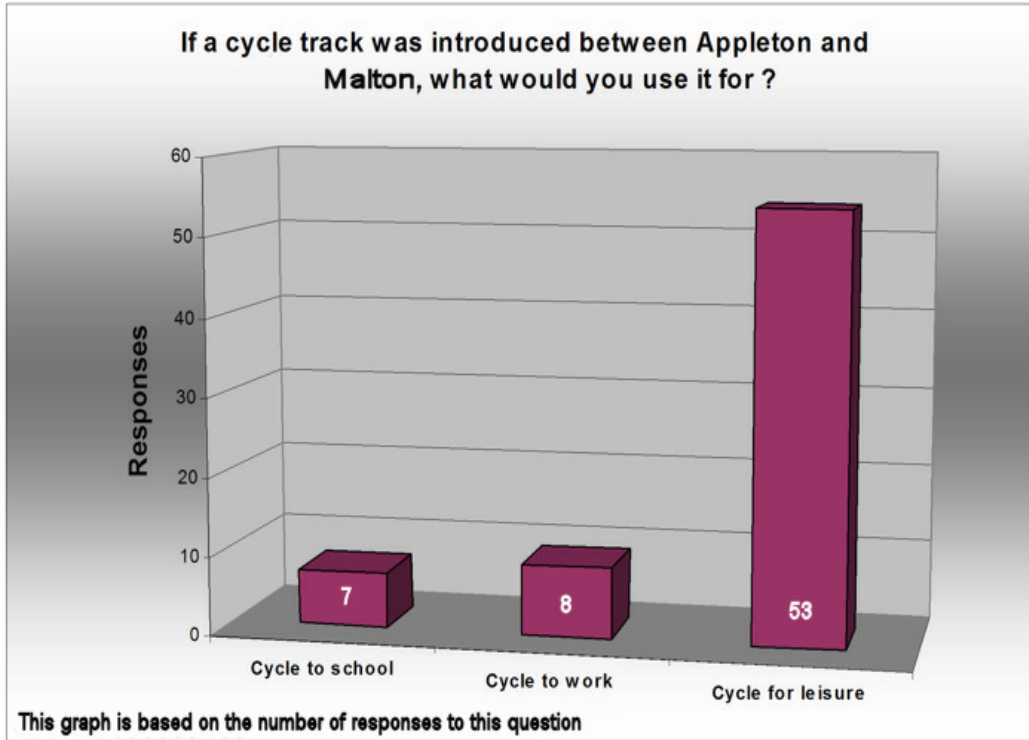
Transport to school : Some parents felt the cut off point for free fares in the middle of the village should be moved to the outskirts of the village thus levelling the playing field.

We asked you : Do you cycle on any route out of the village ?

The percentage of respondents who said they did not cycle in and out of the village was 66%, whilst 34% said they did.

We asked you : Would you use a cycle track between Appleton & Malton ?

It would seem that if there was a better cycle track between Appleton and Malton, 57% would use it.



We asked you : If yes, would you use it to cycle to school work or leisure?

While not many people would cycle to work a big percentage would like a cycle path to use for leisure

TRAFFIC AND ROAD SAFETY

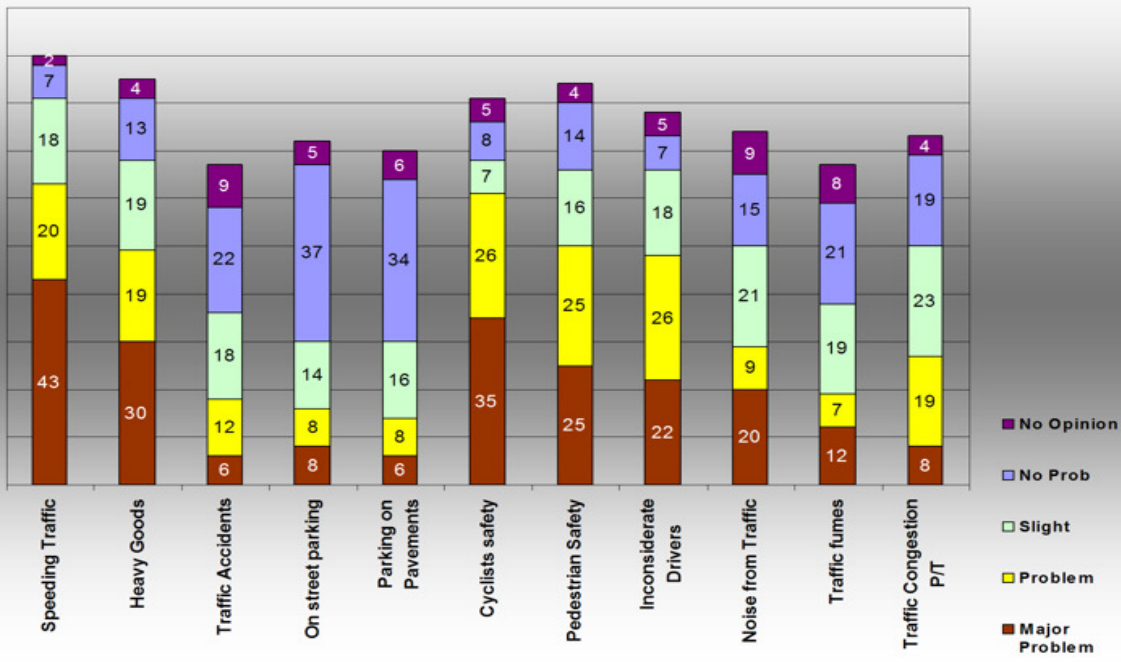
We asked you to tell us about concerns regarding problems using the roads for motorised vehicles, cyclists and pedestrians.

The B1257 is the road from Malton to Helmsley and obviously gave rise to different concerns to that of Main / High Street. If the worst three groups are taken together, Major Problem, Problem and Slight, the outcome is a little clearer.

We asked you : With regard to the B1257 are any of the following of concern to you ?

Respondents showed most concern for speeding traffic, followed by cyclist safety, with most respondents feeling there was either a 'major problem' or a 'problem'. Heavy goods vehicles, along with pedestrian safety and inconsiderate drivers, was of slightly less concern but all five of these categories returned more than 50% in saying it was a 'major problem' or 'problem'. Noise from traffic and Traffic congestion are slight problems with Traffic accidents, On street parking, Parking on pavements and Traffic fumes being the least concerning problem.

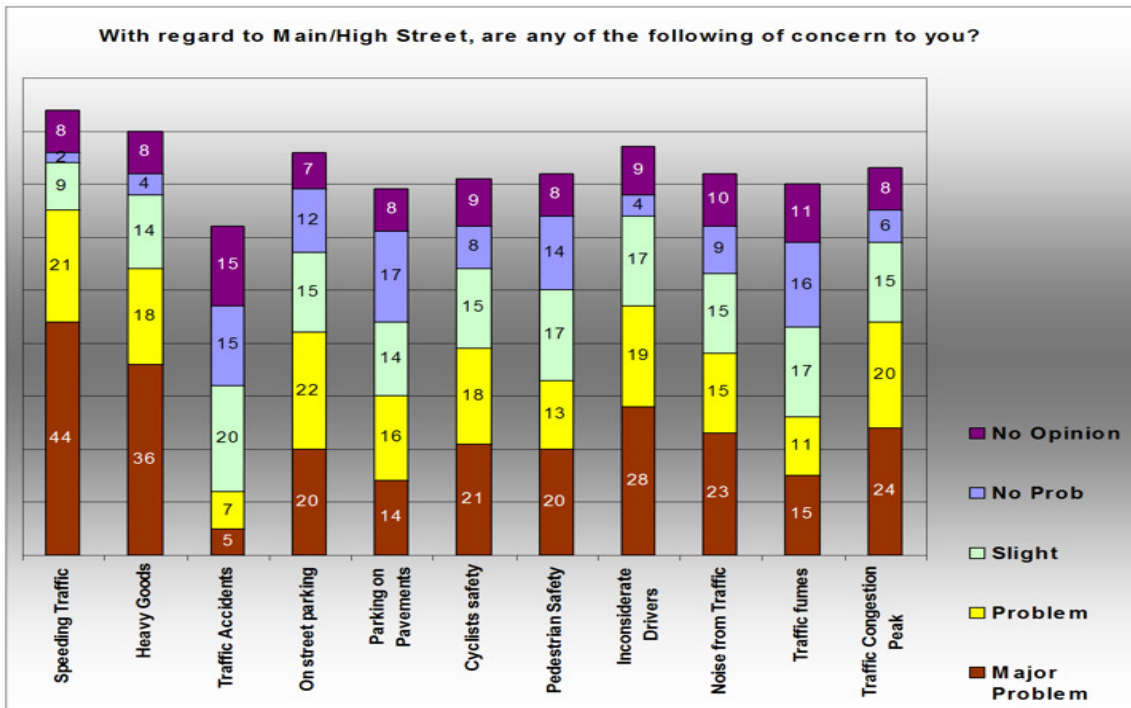
With regard to the B1257, are any of the following of concern to you?



We asked you : With regard to Main/High Street, are any of the following of concern to you ?

As with the B1257 speeding traffic and heavy goods vehicles are the main concern. Inconsiderate drivers concerned some and traffic congestion was also a concern. On street parking, cyclist and pedestrian safety and noise all concerned around the same amount of respondents but traffic accidents was considered little or no problem to most.

With regard to Main/High Street, are any of the following of concern to you?



In conclusion, the overwhelming concerns to residents in the village are inconsiderate drivers in speeding cars and heavy goods vehicles. These are seen as problems in some degree by 206 people with only 10 seeing them as no problem.

We asked you : Do you think traffic calming measures are needed through the village ?

With 67% in favour of traffic calming in the village and 33% who thought measures are not needed, this section attracted a large number of comments :

- Ten respondents would like to see 30mph restriction throughout the village and six would like to see it down as far as 20mph. This could be either roadside signage or white painting on the road. Seven requests for bumps were noted but others stressed very firmly that these cause noise from accelerating cars and the vibration from the bumps could cause damage to property close to the road. Bumps / Chicanes, some thought, cause more problems than they solve. Four respondents asked for flashing boards but this is catered for in Q17.

- Speeding cars, 'BMW and Porsche drivers' on the Easthorpe / Castle Howard road cause concern as they seem to use it as a 'test track'.
- Cars regularly overtake at the bottom of the village, past the Public House before they reach the end of the restricted zone.
- One respondent noted that the Main Street was 'chaos' at school leaving time or other school events, whilst another thought the school catchment should be reviewed. The area around Meadowfield or the school entrance was thought by many to be a problem, and needs extra measures, i.e., further speed restrictions, mini roundabout, speed bumps and a 'schools safety parking exclusion zone'. A 'school car park' was suggested.
- When cars park the total length of Main Street, it is impossible for large vehicles to pass without destroying the grass verges.
- One respondent thought restriction are needed between the cross roads and Appleton, whilst another would like to see less street furniture and even a speed camera along the B1257.

We asked you : *Would you like to see flashing 'Slow Down' signs at the entrances to the village ?*

The results could not be clearer. With 89% for yes and only 11% for no, it is clear that most respondents would like to see this traffic calming method introduced.

FOOTPATHS AND PAVEMENTS

We asked you : *Do you use the pavements in Amotherby and between other villages ?*

We asked you : *Are you happy with the condition of the pavements in Amotherby ?*

88% of the respondents said they used the pavements in Amotherby and between the villages, but only 32% said they were happy with the condition of them, therefore 68% are unhappy with the condition of the pavements.

Most respondents commented on the state of the pavements in Amotherby and between the villages. The main consensus seem to be that:

- The pavement between Amotherby and Swinton is too narrow in places, particularly opposite Westlers on the B1257. There are also places on this stretch of road that are narrow because of overhanging or overgrown bushes.
- The pavement between Amotherby and Appleton-le-Street is also too narrow, is muddy in places and the verge overgrows the path.
- Many people also commented on the lack of lighting along the B1257 between all the villages.

A significant amount of respondents felt that the narrowness of the pavements between Amotherby and the next villages was dangerous when either pushing a buggy, or walking with a toddler where it is impossible to walk alongside them. There was also the feeling among respondents that the narrowness of the pavements made the road feel more dangerous.

We asked you : *Do you use the local footpath/bridleway network in and around the parish ?*

We asked you : *Are all the local footpath/bridleways well maintained and accessible ?*

Again a significant percentage of respondents, 84%, use the footpaths/bridleways in and around the parish and here more respondents were happy with the condition and accessibility of them. 47% of respondents said they thought the footpaths/bridleways in and around the parish were well maintained and accessible.

In regard to the footpaths/bridleways, comments included :

- The footpath next to the school is often overgrown and narrow.
- The footpaths between Amotherby and Appleton-le-Street and Amotherby and Swinton are difficult to find at certain times of the year due to ploughing of the fields.
- The footpath between Amotherby and Swinton is not well way-marked, particularly around the churchyard.

HOUSING AND FUTURE DEVELOPMENT

We asked you : *Would any member of your household directly benefit from the availability of local affordable housing, now or within the next 5 years ?*

Only 16% of respondents said that they or a member of their family would benefit from local affordable housing in the next 5 years.

We asked you : *Would you be in favour of a small development of affordable homes for local people within the parish if there was a proven need ?*

72% of respondents were in favour of a small development of affordable homes within the parish, if there was a proven need.

We asked you : *Would you be interested in the local authority undertaking a Housing Needs survey in the parish ?*

61% would be interested with 39% not

Many respondents had the following concerns about the three previous questions

- Additional housing in the parish would bring additional traffic that could prove a problem and could strain resources on the local school that is already very busy.
- Other comments in regard to housing showed that people did not want Amotherby to increase in size as it would become more of a town and loose the village feel.
- Houses should not be built on Greenfield sites.
- Smaller housing/bungalows could be an option as the big houses that have been built in the village look out of place and have not sold.
- Any development should be sympathetic to the local surroundings and on a small scale.

We asked you : *Do you see Amotherby and Swinton as separate communities ?*

Are you in favour with Amotherby & Swinton being classed as one community and a service centre in the forthcoming development plan ?

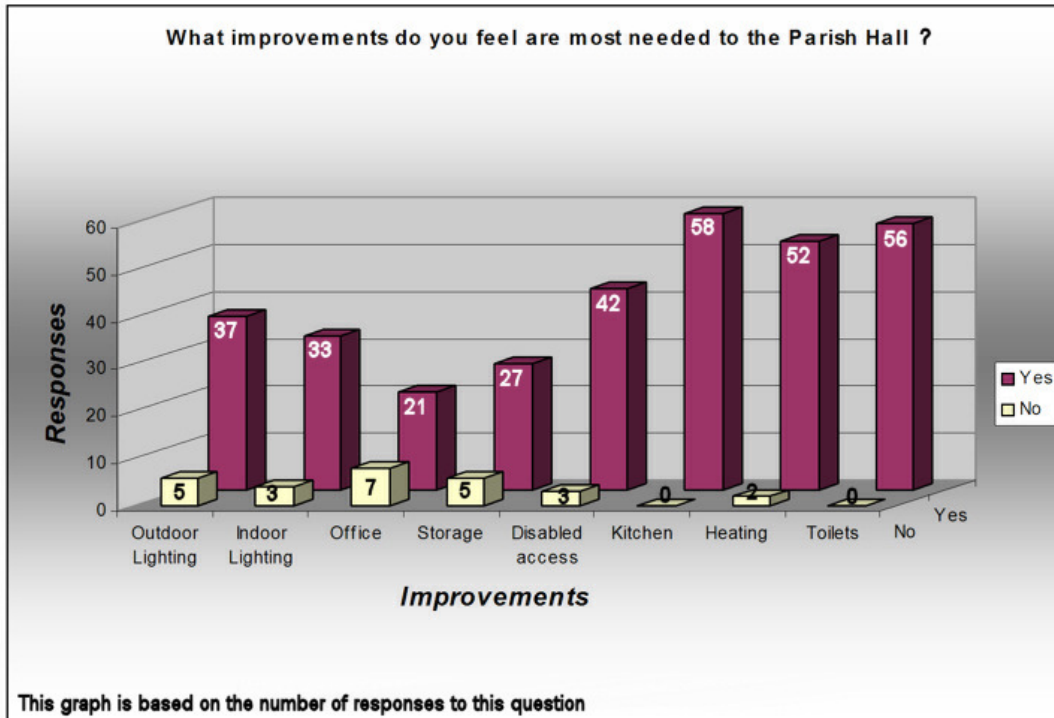
- 75% of respondents see Amotherby and Swinton as separate communities and consequently
- 63% of respondents are not in favour of the villages being classed as one community in the forthcoming development plan.

VILLAGE AMENITIES

We asked you : *Do you feel that the Parish Hall is important to the village of Amotherby ?*

Do you feel the Hall needs upgrading ?

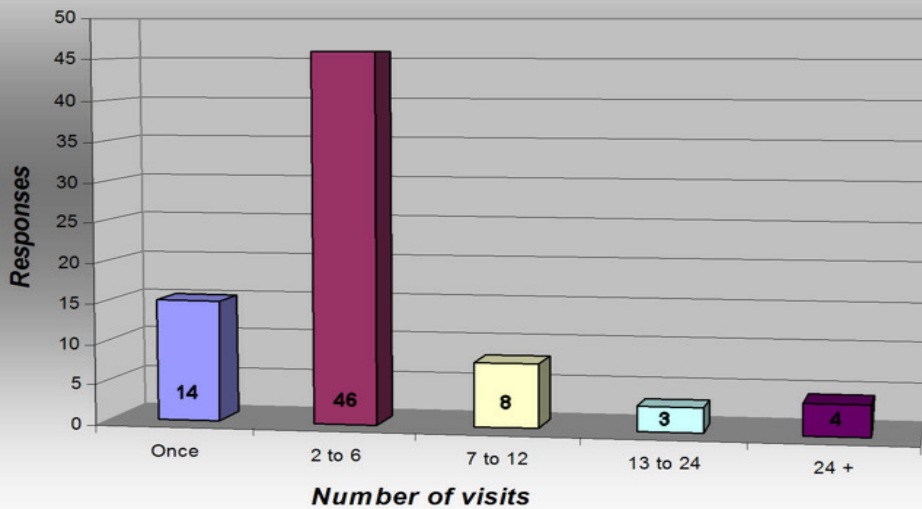
If yes, what improvements do you feel are most needed ?



95% of respondents felt that the Hall is important and 93% said that it is in need of improvements

We asked you : *Do you attend any events/activities in Amotherby Parish Hall? If yes, how often have you been to the Hall in the last 12 Months?*

How often have you been to the Parish Hall in the last 12 months ?

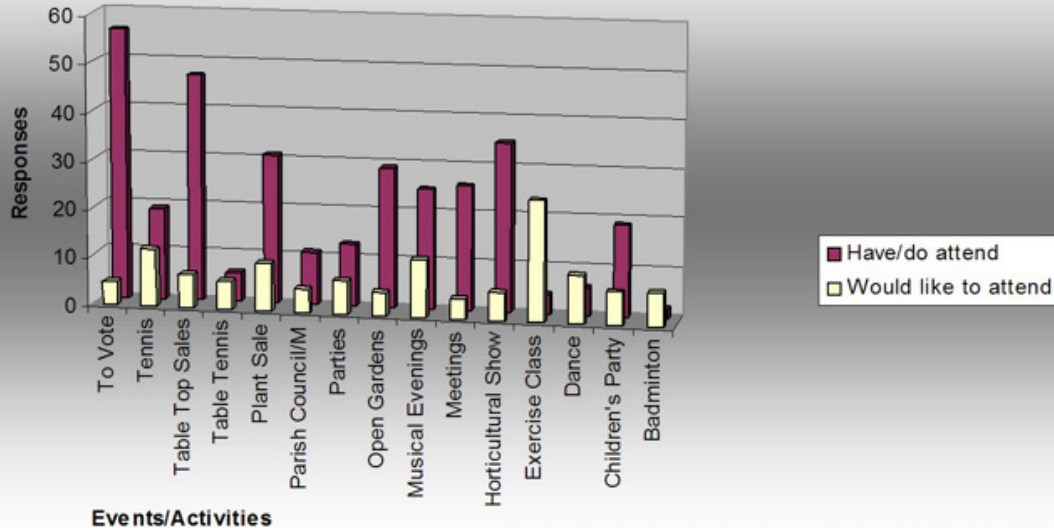


This graph is based on the number of responses to this question

A high percentage of respondents (74%) attend activities and events in the Parish Hall but as seen in the graph, only a small percentage use it on a regular basis

We asked you : Which of the following events/activities do you or have you attended or would like to attend in the future?

Which of the following events/activities do you or have you attended or would like to attend in the future ?



This graph is based on the number of responses to this question

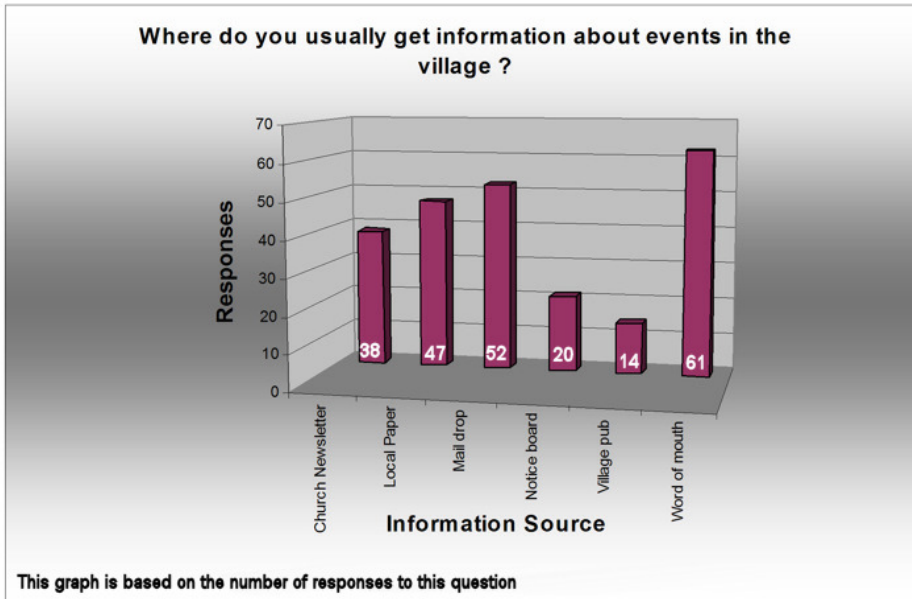
In the wider aspect of village amenities the question was asked about the situation of the village notice board and if there were other places that would be more suitable. Another question raised was regarding services and facilities which are not currently available in the parish. A safe play area was also suggested if a site could be found within the parish. A very large 99% responded with a resounding yes to a safe children's play area if a suitable site could be found.

Only 12% of respondents use the mobile library with 40% replying that they did not know that a mobile library visited the parish. Around half of the respondents stated that they would like the notice board to be moved to an area near the turning for Meadowfield where it would be more visible and more accessible.

Just over 71% of respondents would like to see a shop/post office in the parish with others requesting a recycling centre.

COMMUNICATION

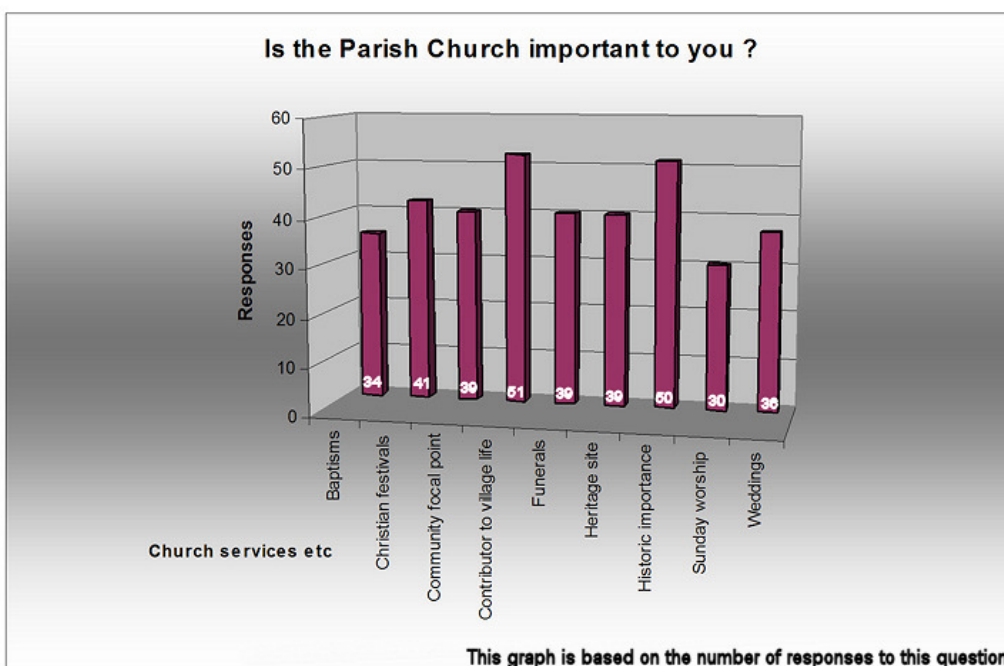
We asked you : Where do you get information regarding events taking place in the parish and also if an information pack, particularly for new residents, would be a good idea and if so, what information should be included?



Most respondents, 85%, liked the idea of an information pack being distributed, and you suggested that the following info be included in the pack. :

- Meetings of Parish Council
- Contact details for councils (parish, district, county)
- Parish Hall bookings
- Library details
- Church details
- Bus services
- Local sports amenities
- Parish Hall activities
- Local schools, nurseries, play-groups
- Local doctors, hospitals, emergency contacts
- Refuse and recycling information
- Local shops, businesses and services

CHURCH & CHURCHYARD

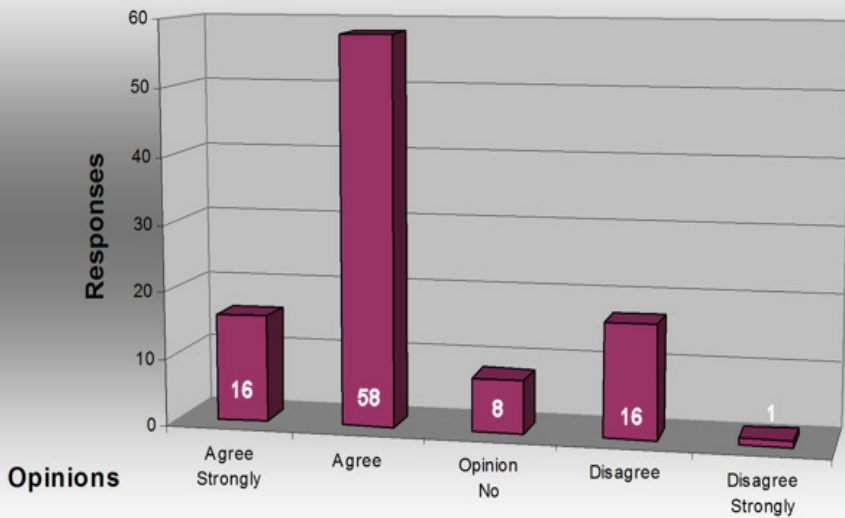


We asked you : Is the Parish Church important to you and if you would you be willing to help maintain the churchyard.

The results of the question can be seen in the graph with a large group of respondents stating that the church is of historic importance and a contributor to village life, also 13 people said they would be willing to help maintain the churchyard?

CRIME, POLICING AND OTHER EMERGENCY SERVICES

Crime and anti-social behaviour is NOT a problem within the Parish ?



This graph is based on the number of responses to this question

We asked you : if you agreed that *Crime & Anti-social behaviour is NOT a problem within Amotherby parish ?*

The main areas of concern were thefts from sheds and gardens, with a small amount of vandalism and anti social noise.

Some asked about a Nighbourhood Watch scheme.

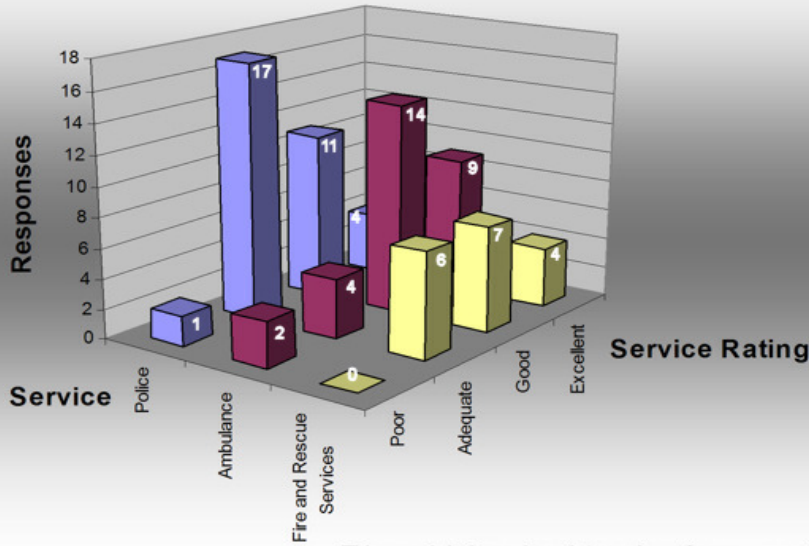
We asked you : *Have you had cause to use the emergency services ?*

You responded by telling us 57% had not used the emergency services and 41% have

We asked you : *If yes, do you consider service coverage locally to be ?*

The following graph shows your responses

How do you consider service coverage locally ?

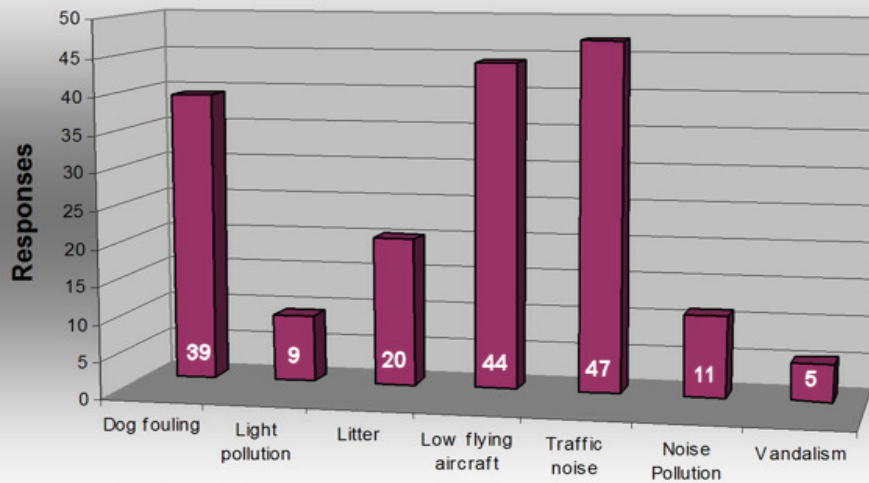


This graph is based on the number of responses to this question

The majority of comments were about policing, in particular the policing of traffic problems. You were also concerned about the lack of out of hours services at Malton Hospital.

ENVIRONMENT

Does your Parish suffer from any of the following types of disturbance ?



Type of disturbance

This graph is based on the number of responses to this question

**We asked you :
Does the parish suffer from any types of disturbance ?**

The graph shows traffic noise is the main concern with aircraft noise and dog fouling a close second and third.

We asked you : Please specify the problem and the location.

You told us that different areas of the village suffer from different types of disturbance, such as noise and fumes from the larger businesses. Blocked and smelly drains along Main/High Street are also a problem. Dog fouling is also seen by many as a major problem.

We asked you : Do you think drainage on the roads/footpaths is a problem in your parish?

The majority of people who answered this question, 70% Yes and 30% No, seemed to have commented on problems with surface water, dirt and stones especially during heavy rainfall. There were various locations for this problem including the cross roads, Church Street and at the entrance to Seven Wells.

We asked you : In these days of 'climate change', are there any sustainable/eco-friendly schemes that you feel could be introduced locally?

Almost half, 49%, said yes to the question and the comments included the following :

- Most of these respondents would like to see some form of plastic and cardboard recycling scheme – possibly situated in the village hall car park.
- Other suggestions which were made included:- encouraging more children to walk to school, buying oil as a co-operative and more information on eco-friendly schemes available.
- One person did recommend a wind turbine for the village hall.

We asked you : Would you be in support of a village caretaker to cover Amotherby parish?

The response showed 75% like the idea, but there were concerns about how they would be paid, who would decide their duties, who would they be responsible to.

We asked you : If such a person was appointed would you support a small increase on your local council tax to finance the post?

55% of respondents said yes, 45% no.

Your Comments

What do you most like about Amotherby ?

- Location – good access to local towns/facilities ‘Country life but not isolated’.
- Good school, good pub.
- Countryside and views.
- Friendly people and a community spirit.
- Lovely walks.
- Peaceful quiet and safe.

What do you dislike most about Amotherby ?

- Condition of footpaths and overgrown hedges.
- Traffic through the village, speed/HGV’s.
- Lack of village shop.
- Inconsiderate parking especially near the school.
- No community spirit.
- No centre of the village

Have we forgotten anything ?

- Car parking at the school.
- More use of land around the Parish Hall.
- Walks leaflet.
- Improve tennis courts
- Eroding bank near cross roads below railings
- More litter bins

What do you not want to be changed ?

- Wildlife in the churchyard.
- Size of the school or village.
- Width of footpaths, retain grass verges.
- Overall community spirit
- No social housing
- Phone box.

WHAT THE CHILDREN SAID

A questionnaire was also developed by the School Council of Amotherby Primary School comprised of 6 Year 6 pupils. This is a summary of what the children who live in Amotherby thought.

There are currently 23 pupils at the primary school that live in the village with a fairly even split of 10 boys and 13 girls. They range in age from 4 up to 11 with 6 children being 7 and under and the remaining 16 being over 8. Is this showing us that young families are not moving into the village?

The children were asked what they liked most about Amotherby and they responded in the following way:

- 10 said they liked the church
- 14 the school
- 10 liked the Queens Head
- 7 liked the tennis courts
- Only 3 respectively liked the quiet roads and footpaths

The questionnaire also asked the children if there was anything they would want to change in the village. 10 children said YES and 13 responded NO. Of those that responded in the positive:

- 2 said they wanted the cars to be slower in the village
- 2 wanted a playground
- 1 said a drop off point for school would be a good idea
- And 2 said BATA was noisy.

Action Plan

LOCAL TRANSPORT		
ACTION	LEAD BODY	OUTCOME
<ul style="list-style-type: none"> • Parish Council to lobby North Yorkshire County Council (NYCC) and local bus companies for better services 	<ul style="list-style-type: none"> • Parish Council • NYCC • Bus companies 	<ul style="list-style-type: none"> • Bus services to Malton synchronised with trains and main line bus services • Later services and bus service on Sundays introduced. • Full bus service into the village
<ul style="list-style-type: none"> • To address unfair funding of free school transport to secondary school 	<ul style="list-style-type: none"> • NYCC 	<ul style="list-style-type: none"> • Free bus service for all village children regardless of their location
<ul style="list-style-type: none"> • Press for cycle path between Appleton- le – Street and Malton 	<ul style="list-style-type: none"> • Parish council • Safer and Pleasanter Access to Malton 	<ul style="list-style-type: none"> • Safe cycle path for leisure and work use between Appleton – le – Street and Malton
TRAFFIC AND ROAD SAFETY		
ACTION	LEAD BODY	OUTCOME
<ul style="list-style-type: none"> • Parish Council to liase with Highways and Police over traffic calming measures in the village 	<ul style="list-style-type: none"> • Parish Council • Highways • Police 	<ul style="list-style-type: none"> • Reduction of traffic speed throughout the village
<ul style="list-style-type: none"> • Parish Council to lobby for speed matrix signs 	<ul style="list-style-type: none"> • Parish Council • Police • Highways 	<ul style="list-style-type: none"> • Installation of flashing SLOW DOWN matrix sign at entrances to village
<ul style="list-style-type: none"> • Lobby relevant authorities to enforce national speed restrictions through Easthorpe 	<ul style="list-style-type: none"> • Parish Council • Highways • Police 	<ul style="list-style-type: none"> • Significant speed reduction of traffic through Easthorpe
<ul style="list-style-type: none"> • Investigate possibilities of improving road safety within the vicinity of the Amotherby Primary School 	<ul style="list-style-type: none"> • Parish Council • NYCC • Amotherby Community Primary School • Landowners 	<ul style="list-style-type: none"> • Car park near to school

FOOTPATHS AND PAVEMENTS		
ACTION	LEAD BODY	OUTCOME
<ul style="list-style-type: none"> Parish Council to press Highways and landowners for improved pavements between Appleton – le – Street and Swinton 	<ul style="list-style-type: none"> Parish Council Landowners NYCC 	<ul style="list-style-type: none"> Wider pavements and improved access for pedestrians, wheelchair users and pushchairs
<ul style="list-style-type: none"> Residents to inform Parish Council of footpath problems within the parish and for these to be passed to NYCC and AONB 	<ul style="list-style-type: none"> Residents Parish Council NYCC AONB 	<ul style="list-style-type: none"> Clearer way-markers throughout the parish Improved accessibility to the footpath network
HOUSING AND FUTURE DEVELOPMENT		
ACTION	LEAD BODY	OUTCOME
<ul style="list-style-type: none"> Impress the wishes of the majority of the parish to Ryedale District Council, to be seen as a separate community to Swinton 	<ul style="list-style-type: none"> Parish Council 	<ul style="list-style-type: none"> Not to be listed as a service village in the forthcoming Local Development Framework
VILLAGE AMENITIES		
ACTION	LEAD BODY	OUTCOME
<ul style="list-style-type: none"> Upgrade the Parish Hall 	<ul style="list-style-type: none"> Parish Hall committee Rural Action Yorkshire 	<ul style="list-style-type: none"> Programme of ongoing improvements and refurbishment of the Parish Hall
<ul style="list-style-type: none"> Improve access to, and investigate possibility of more, notice boards. 	<ul style="list-style-type: none"> Parish Council 	<ul style="list-style-type: none"> Better placed notice boards.
<ul style="list-style-type: none"> Investigate possibilities of suitable site for village play ground 		<ul style="list-style-type: none"> Parishioners to form playground committee Safe play area developed in the village
COMMUNICATION		
ACTION	LEAD BODY	OUTCOME
<ul style="list-style-type: none"> Implement distribution of information pack to new residents to the village 	<ul style="list-style-type: none"> Parish Plan Steering Group 	<ul style="list-style-type: none"> Include relevant information as a separate sheet in the Parish Plan Include information on the village website
CHURCH AND CHURCHYARD		
ACTION	LEAD BODY	OUTCOME
<ul style="list-style-type: none"> Continue to encourage people to join Amotherby Churchyard Conservation Group 	<ul style="list-style-type: none"> Conservation Group 	<ul style="list-style-type: none"> More volunteers joining the group Maintenance of the old part of the churchyard continued for wildlife

CRIME AND POLICING		
ACTION	LEAD BODY	OUTCOME
<ul style="list-style-type: none"> • Liase with community police officer and senior officers 	<ul style="list-style-type: none"> • Parish Council • North Yorkshire Police 	<ul style="list-style-type: none"> • Maintain low crime rate in the village
ENVIRONMENT		
ACTION	LEAD BODY	OUTCOME
<ul style="list-style-type: none"> • Liase with relevant bodies in regard to flooding, drainage and eroding roadside banks in the village 	<ul style="list-style-type: none"> • Parish Council • Ryedale District Council • Highways • Landowners • Businesses 	<ul style="list-style-type: none"> • Reduce localised flooding in the village • Improve drainage in the village
<ul style="list-style-type: none"> • Renew dog fouling posters • Publicise location of dog waste bins 	<ul style="list-style-type: none"> • Parish Council • Ryedale District Council 	<ul style="list-style-type: none"> • To reduce the incidences of dog fouling in the village
<ul style="list-style-type: none"> • Discuss light pollution issues with local businesses 	<ul style="list-style-type: none"> • Parish Council 	<ul style="list-style-type: none"> • Reduce the amount of intrusive glare from security lighting in the village
<ul style="list-style-type: none"> • Liase with RDC in regard to recycling facilities in the village 	<ul style="list-style-type: none"> • Parish Council • Ryedale District Council 	<ul style="list-style-type: none"> • Obtain plastic and cardboard recycling facilities in the village
<ul style="list-style-type: none"> • Provide information on eco friendly schemes available to residents 	<ul style="list-style-type: none"> • Parish Steering Group 	<ul style="list-style-type: none"> • Include relevant websites in the village information pack and on the village website
<ul style="list-style-type: none"> • Investigate the possibilities of a village caretaker 	<ul style="list-style-type: none"> • Parish Council • Ryedale District Council • Howardian Hills AONB • Highways 	<ul style="list-style-type: none"> • Obtain funding for a village caretaker

For back cover of Parish Plan

For other information and contacts please visit www.amotherbyparishplan.co.uk or see village notice board, but be aware information can change