

The Grantham Canal & Hickling.
Consultation Questionnaire March/April 2009
Summary of Responses

Total number of responses (at April 19th 2009): 62

Questionnaires were distributed via the Hickling Standard Village Newsletter (250) and additional copies handed out on request - responses were invited from all users of the canal as well as all Hickling Parish residents. Reminder posters were put up throughout the village over Easter weekend (just before the initial deadline of April 14th). The following summary of responses takes in to account replies received up to and including April 19th 2009.

Anyone who has not yet responded is, of course, still very welcome to do so.

Please note that this is a **Consultation Process** only, and not a **Formal Vote**.

These responses will be used to give the Parish Council an idea of the general views of the community and give guidance to the work of the Grantham Canal Community Liaison Group; but they will not be used as a specific mandate to approve specific plans. The Parish Council will consult further on any specific projects which relate to Hickling as and when the Parish Council becomes aware of them – please keep an eye on Parish Council minutes for news of these.

It is very striking how much time and thought has gone in to the replies that we have received - thank you for taking the trouble to let us know what you think at this time and we hope that you will continue to keep us in touch with your thoughts and ideas in the future!

Notes:

1. There was, not surprisingly, a larger proportion of responses coming from the canal end of the village with 22 responses coming from the (approx) 30 households up to the Church and a further high response rate from those households (approx another 30) up to and around Bridegate Lane.
2. Some households returned a couple of questionnaires whilst others sent joint responses - the majority of replies came from households as joint responses. We have counted each questionnaire returned and not according to the number of people living in each household; which we're afraid would have proved too complicated!
3. % totals have been rounded to the nearest half percent % and may not, therefore, total 100% exactly!

Locations 1 (L1): village sign to Church (22 replies received)
 Locations 2 (L2): Church up to Green (17 replies received)
 Locations 3 (L3): Green to end of Village & wider parish
 (21 replies received)
 Locations 4 (L4): Out of Parish (2 replies received)

✓ those options **approved** of
 x those options **disapproved** of
 ? those options **undecided** on
 LB = Left Blank (not answered)

Allow nature to take its course and for the canal to gradually return to a grassy area?

Total:	✓	2 (3.2%)	x	56 (90.3%)	?	1 (1.6%)	LB	3 (4.8%)
L1:	✓	1	x	20	?	0	LB	1
L2:	✓	1	x	15	?	0	LB	1
L3:	✓	0	x	20	?	0	LB	1
L4:	✓	0	x	1	?	1	LB	0

additional comments:

(L1) Control of reeds, sedges and weed is on-going and needs to be maintained/improved in order to prevent the disappearance of water.

Maintain the canal as a clean and pleasant waterway environment (grass cutting, reed control, seating, pathways)?

Total:	✓	58 (93.5%)	x	1 (1.6%)	?	0 (0%)	LB	3 (4.8%)
L1:	✓	21	x	0	?	0	LB	1
L2:	✓	16	x	0	?	0	LB	1
L3:	✓	20	x	0	?	0	LB	1
L4:	✓	1	x	1	?	0	LB	0

additional comments:

Siltation and pollution is also a problem from 'tributaries' such as the Smite feeder. Several dykes or streams flow into the canal and after heavy rain bring much silt and fertilizer run off into the canal. Silt clouds the water and "dries up" the canal. Fertilizers cause algal blooms and excessive weed growth. Silt & fertilizers could be trapped and removed using reedbed lagoons on the dykes or streams that feed the canal. These lagoons would only fill with water after heavy rain and in flood conditions.

Maintain a sustainable waterways habitat for wildlife (including periodic reed control)?

Total:	✓	56 (90.3%)	x	2 (3.2%)	?	1 (1.6%)	LB	3 (4.8%)
L1:	✓	21	x	0	?	0	LB	1
L2:	✓	16	x	0	?	0	LB	1
L3:	✓	18	x	1	?	1	LB	1
L4:	✓	1	x	1	?	0	LB	0

additional comments:

(L1): *The canal is already great for wildlife and has several unusual species such as water shrews and grass snakes. Others could be encouraged to return. This would be great in itself and could lead to the return of other endangered species such as water voles which have been wiped out by mink. Otters are present on nearby waterways and can travel great distances. There are plenty of fish but otters perhaps need more cover and waterside habitat. Otter holts could be built and waterside habitat could be created using the stewardship scheme or other environmental schemes. Ie. encourage farmers/landowners to promote habitat improvement along the canal.*

Would you, personally, wish to use your own private canoe, kayak, small craft on the Hickling stretch of the canal?

Total:	✓	18 (29%)	x	37 (59.7%)	?	7 (11.3%)	LB	0 (0%)
L1:	✓	7	x	13	?	2	LB	0
L2:	✓	4	x	12	?	1	LB	0
L3:	✓	6	x	12	?	3	LB	0
L4:	✓	1	x	0	?	1	LB	0

additional comments:

(L3) *'no' but may want to hire one*

Would you support the introduction of any of the following visitor orientated projects/infrastructure?

➤ Car parking

Total:	✓	28 (45.2%)	x	22 (35.5%)	?	9 (14.5%)	LB	3 (4.8%)
L1:	✓	8	x	10	?	4	LB	0
L2:	✓	8	x	5	?	2	LB	2
L3:	✓	11	x	6	?	3	LB	1
L4:	✓	1	x	1	?	0	LB	0

additional comments:

(L2) *'yes' would be essential*

(L2) *'yes' but not on the road*

(L3) *'?' car parking & public toilets—'where?'*

➤ Public Toilets

Total:	✓	12 (19.3%)	x	37 (59.7%)	?	10 (16.1%)	LB	3 (4.8%)
L1:	✓	3	x	16	?	3	LB	0
L2:	✓	3	x	8	?	4	LB	2
L3:	✓	6	x	11	?	3	LB	1
L4:	✓	0	x	2	?	0	LB	0

additional comments:

(L1) - parking & toilets already at pub

(L3) - use The Plough Inn for food, drink etc

(L3) for car parking & public toilets - The Plough

➤ Traffic Management measures:

• Extra signage

Total:	✓	13 (21%)	x	40 (64.5%)	?	8 (13%)	LB	1 (1.6%)
L1:	✓	4	x	14	?	4	LB	0
L2:	✓	4	x	10	?	2	LB	1
L3:	✓	5	x	14	?	2	LB	0
L4:	✓	0	x	2	?	0	LB	0

additional comments:

(L1) depends how intrusive

(L1) not in keeping with a conservation area

(L2) voted 'no' - the opposite! (ie. wants less signage & not more?)

(L2) speed control 'beware children'

(L3) extra signage 'yes' speed bumps & large signs to be made aware of ducks and swans

• Yellow lines

Total:	✓	9 (14.5%)	x	41 (66.1%)	?	11 (17.7%)	LB	1 (1.6%)
L1:	✓	1	x	15	?	6	LB	0
L2:	✓	3	x	11	?	2	LB	1
L3:	✓	4	x	11	?	3	LB	0
L4:	✓	1	x	4	?	0	LB	0

additional comments:

(L1) 'no' because when no cars are parked on the road the speed of traffic is much greater

(L1) perhaps on Kinoulton side of bridge

- Road humps

Total:	✓	16 (25.4%)	x	38 (60.3%)	?	8 (12.7%)	LB	1 (1.6%)
L1:	✓	6	x	15	?	2	LB	0
L2:	✓	5	x	8	?	3	LB	1
L3:	✓	5	x	13	?	3	LB	0
L4:	✓	0	x	2	?	0	LB	0

additional comments:

(L1) extra vote here because of split household opinion (% based on 63 replies)

(L1) possibly depends on location & how intrusive they look

(L1) perhaps each side of canal

(L3) definitely not!

(L3) '?' some traffic calming, village gateways

- Improved slipways

Total:	✓	12 (19.3%)	x	30 (48.4%)	?	17 (27.4%)	LB	3 (4.8%)
L1:	✓	3	x	15	?	3	LB	1
L2:	✓	4	x	8	?	3	LB	2
L3:	✓	5	x	5	?	11	LB	0
L4:	✓	0	x	2	?	0	LB	0

additional comments:

(L3) rather than a bigger launch pontoon

- Trailer turning/unloading/storage facilities

Total:	✓	5 (8.1%)	x	41 (66.1%)	?	11 (17.7%)	LB	5 (8.1%)
L1:	✓	0	x	16	?	3	LB	3
L2:	✓	1	x	11	?	3	LB	2
L3:	✓	4	x	12	?	5	LB	0
L4:	✓	0	x	2	?	0	LB	0

additional comments:

(L3) '?' slipways & trailer turning—'where?'

- Floating launch pontoon

Total:	✓	7 (11.3%)	x	38 (61.3%)	?	12 (19.3%)	LB	5 (8.1%)
L1:	✓	1	x	17	?	4	LB	1
L2:	✓	1	x	9	?	5	LB	2
L3:	✓	5	x	10	?	3	LB	2
L4:	✓	0	x	2	?	0	LB	0

➤ Canoe Hire business

Total:	✓	12 (19.3%)	x	39 (62.9%)	?	11 (17.7%)	LB	0 (0%)
L1:	✓	1	x	19	?	2	LB	0
L2:	✓	3	x	11	?	3	LB	0
L3:	✓	8	x	8	?	5	LB	0
L4:	✓	0	x	1	?	1	LB	0

additional comments:

(L2) canoe & cycle hire—should be staged

(L3) '?' dependent on size, position & local employment offered

(L4) '?' managed well & no conflict with anglers

➤ Cycle Hire business

Total:	✓	13 (21%)	x	37 (59.7%)	?	10 (16.1%)	LB	2 (3.2%)
L1:	✓	1	x	18	?	3	LB	0
L2:	✓	3	x	10	?	3	LB	1
L3:	✓	9	x	7	?	4	LB	1
L4:	✓	0	x	2	?	0	LB	0

➤ Information Centre

Total:	✓	13 (21%)	x	34 (54.8%)	?	11 (17.7%)	LB	4 (6.4%)
L1:	✓	2	x	16	?	3	LB	1
L2:	✓	4	x	9	?	2	LB	2
L3:	✓	7	x	7	?	6	LB	1
L4:	✓	0	x	2	?	0	LB	0

additional comments:

(L1): More information boards would be good along the canal detailing the wildlife. There are some excellent information boards detailing history of the canal and its surrounding area (particularly Vimy Ridge) but not many to tell people about the wildlife.

➤ Village Shop

Total:	✓	37 (59.7%)	x	16 (25.8%)	?	8 (13%)	LB	1 (1.6%)
L1:	✓	14	x	6	?	1	LB	1
L2:	✓	9	x	5	?	3	LB	0
L3:	✓	12	x	5	?	4	LB	0
L4:	✓	2	x	0	?	0	LB	0

additional comments:

(L1) 'yes' but don't think it would survive

(L1) A village shop/store at or near the Basin would be a good asset for Hickling.

(L3) canoe & cycle hire, information centre, village shop - all these could be incorporated within the pub

(L3) Information Centre & Village Shop - possibly located within old warehouse?

(L4) 'yes' but not near the canal

Which of the following potential uses for the canal would you support?

➤ Walking/Rambling

Total:	✓	60 (96.8%)	x	0 (0%)	?	1 (1.6%)	LB	1 (1.6%)
L1:	✓	22	x	0	?	0	LB	0
L2:	✓	16	x	0	?	0	LB	1
L3:	✓	21	x	0	?	0	LB	0
L4:	✓	1	x	0	?	1	LB	0

➤ Cycling

Total:	✓	51 (82.3%)	x	4 (6.4%)	?	3 (4.8%)	LB	4 (6.4%)
L1:	✓	21	x	0	?	1	LB	0
L2:	✓	15	x	0	?	0	LB	2
L3:	✓	15	x	4	?	1	LB	1
L4:	✓	0	x	0	?	1	LB	1

➤ Angling/Fishing - casual

Total:	✓	59 (95.2%)	x	1 (1.6%)	?	1 (1.6%)	LB	1 (1.6%)
L1:	✓	22	x	0	?	0	LB	0
L2:	✓	16	x	0	?	0	LB	1
L3:	✓	20	x	0	?	1	LB	0
L4:	✓	1	x	1	?	0	LB	0

Angling/Fishing - competition level (pegged etc)

Total:	✓	9 (14.5%)	x	35 (56.5%)	?	11 (17.7%)	LB	7 (11.3%)
L1:	✓	2	x	10	?	6	LB	4
L2:	✓	4	x	8	?	2	LB	3
L3:	✓	3	x	15	?	3	LB	0
L4:	✓	0	x	2	?	0	LB	0

additional comments:

(L2) already at Owthorpe?

➤ Canoes/Kayaks

Total:	✓	30 (48.4%)	x	18 (29%)	?	9 (14.5%)	LB	5 (8.1%)
L1:	✓	8	x	9	?	3	LB	2
L2:	✓	8	x	4	?	3	LB	2
L3:	✓	13	x	5	?	2	LB	1
L4:	✓	1	x	0	?	1	LB	0

additional comments:

(L2) canoes and kayaks only under adult supervision ie over 18s

➤ Narrowboats - traditional 6ft10in wide

Total:	✓	23 (37.1%)	x	26 (42%)	?	10 (16.1%)	LB	3 (4.8%)
L1:	✓	6	x	14	?	2	LB	0
L2:	✓	6	x	5	?	3	LB	3
L3:	✓	10	x	7	?	4	LB	0
L4:	✓	1	x	0	?	1	LB	0

additional comments:

(L1) 'yes' but limited number

(L3) '?' in the far future if connected to the Trent

➤ Narrowboats - broad beam 14ft wide

Total:	✓	4 (6.4%)	x	45 (72.6%)	?	4 (6.4%)	LB	9 (14.5%)
L1:	✓	2	x	18	?	0	LB	2
L2:	✓	0	x	11	?	2	LB	4
L3:	✓	1	x	16	?	2	LB	2
L4:	✓	1	x	0	?	0	LB	1

additional comments:

(L2) 'LB' sorry, don't know the difference

➤ Cabin Cruisers

Total:	✓	6 (9.7%)	x	49 (79%)	?	3 (4.8%)	LB	4 (6.4%)
L1:	✓	2	x	20	?	0	LB	0
L2:	✓	0	x	13	?	2	LB	2
L3:	✓	3	x	16	?	1	LB	1
L4:	✓	1	x	0	?	0	LB	1

For the last 3 questions, comments were requested.

Below is a (word for word) transcription of all the comments received:

Can you briefly summarise your view of the future of the canal and whether the village should or should not change as a result?:

Locations 1:

We hope the village will not change, will stay as it is

The canal is historically a part of the village and therefore should be sympathetically maintained – ‘tourist attraction’ ideas would radically alter the village for the worst!

The village has a duty to protect the canal and basin area against potential modernisation by outsiders. The modernisation of which holds no advantage for the village or present users of the canal.

Having lived here for over 40 years I don’t want the village to change significantly, but appreciate we have to move forward to support the young and newcomers to Hickling and the canal.

Do not wish village to change, however traffic calming measures and no parking by canal would be good

We firmly feel that the aim re: the Grantham Canal should be “on maintaining a clean waterway, with local recreational use and no mention of tourism”! We also agree with the view that the canal should pass through Hickling “without any changes to the infrastructure of the village”.

Traffic implications need to be very carefully considered before any changes are made. The village already has, for its size, significant numbers of lorries/cars using Main Street and this may additionally increase with the new A46 dual carriageway.

I would like the canal to be navigable, I think changes to the village would be minimal. The pub would benefit from extra business.

Do not think the village should be changed or would be by a little more use of the canal.

Village should not change. Canal to be maintained.

Essentially to maintain it as at present, but with improved general maintenance of basin area and quality of pathways – more weeding etc needed to restore appearance of canal/surroundings. To avoid any significant increase of visitor numbers. To improve parking arrangements for current users. To slow down through traffic. To avoid extra signage/yellow lines, which would be an eyesore.

Maintain as a waterway, use much as now. See no good reason why the village should change.

In an ideal world we would like to see the canal healthy and attractive but for it to pass through the village without increasing potential for tourist/traffic development. The village is a successful farming village/community and we would not like to see this emphasis change. We support community based development in the pub/village shop but not developments designed to increase tourist activity significantly.

Would like to maintain village as it is but improve quality of canal area and condition of water. Would be good to have village shop especially as Hortors now gone.

I feel that me and my friends enjoy the village and the canal the way it is and would be disappointed if it changed.

We would like to see the canal managed more for wildlife and existing recreational use ie fishing and walking. Hickling is a vibrant working, agricultural village and we would like it to remain so and not become a tourist centre. We already have lots of visitors – not a problem but more would be.

The canal will have to be used more if it is to remain, and therefore, I would support the development for leisure use, ie the realistic uses indicated above (ticks to all but broad beam & cabin cruisers). It would inevitably mean some increase in visitors but this may help the pub remain open and need not impact too much on the tranquillity of the village.

The basin/canal are peaceful, understated amenities and are popular because of this. Some change inevitable, but peacefulness/calm is a blessing not to be replaced once lost. Cayaks/Cruisers would be a disaster. Thank you for undertaking this important consultation.

We think the canal should stay the amenity that it is with casual fishing at the basin and along the canal. British Waterways appear to be maintaining the footpaths and reedcutting which enables the canal to be used for cycling and rambling in its present condition.

Do not develop Hickling Basin as a tourist attraction ie leisure businesses, hub, access point etc but maintain and improve its current use.

Locations 2:

Hopefully the canal will be there for future generations to enjoy now that people have more time for leisure pursuits. It would be better if it were not too commercialised or at a cost to the wildlife and tranquillity.

Car parking should be provided at 'out of village' locations eg Mackeys Bridge/Owthorpe. Allow overnight mooring in Wharf if canal re-opens.

To remain a rural pedestrian and cycle pathway to encourage wildlife and warden same.

Should not change

I believe the future of Hickling is inexplicitly linked to the Canal. The village is slowly dying in terms of amenities and if we do not attract visitors to Hickling then we will lose the village pub which is struggling to survive. Canal development is essential.

I essentially don't want the character of the village to change but unless we do something we will lose what little amenities we have ie the pub.

Our view is to improve the canal area for walkers, wildlife where necessary but not to over do it. Certainly not change Hickling.

Small scale development is acceptable – to support leisure activities along the canal (walking, boating, fishing) but we do not want it becoming a major tourist attraction, as the village has a limited capacity for traffic.

Would not wish to see major change of use but recognise that even limited increase in fishing and private canoeing would need some parking facilities.

A continuous waterway with limited boating. The area around the basin would change to accommodate boats and the inevitable increase in cars wanting to park. To accommodate these the village in the immediate vicinity of the canal only should change.

We wouldn't want to see the canal return to a grassy area and know that work needs to be done to keep it/make it a usable waterway. However, would not wish it to become a major tourist attraction. Thank you for your efforts and energy in getting our views known. Sorry some of our answers are 'woolly'!

To commercialise the canal would spoil the existing village environment. We already have seen an increase in litter.

The canal is a calm peaceful venue and I would not want anything to change – canoes/kayaks are acceptable – motorised boats are not.

It would be nice to see the canal restored to being a waterway especially in the grassed areas. However, I would not want to encourage more cars/visitors – we like the village as it is.

Hickling is an agricultural village and should remain so. Car parking on the road along Main Street is an unavoidable nuisance. With an increase this would become a hazard. Yellow lines would be ignored unless policed.

The village is rural and pleasant. Please DON'T SPOIL IT.

Locations 3:

It is not clear whether the canal is to be opened up and made navigable all the way from Grantham to Nottingham - this would be good.

Leave the canal to wildlife and walkers or Rambling Assoc that want to spend time enjoying fresh air, exercise and nature at its best. No mountain bikes or cycling clubs as the towpath is narrow.

We are pleased to see the canal maintained for the enjoyment of walkers, cyclists, anglers & for wildlife. Any further development should only be relatively small in scale. This is a small village and we would not like to see it take second place to commercial development of the canal for the benefit of outsiders.

Not too great a change.

Dream of it being a working waterway for narrowboats – bring life into Hickling & Vale of Belvoir.

(? – slipways, trailer, canoe/cycle hire, information, shop) – most of these things to be housed within the pub site if you could get waterways & brewery to agree to a fixed rent at a reasonable price & they help with the cost instead of wanting tax to pay.

It would be good to see the canal opened to the Trent, but this should be done without providing lots of intensive visitor-based facilities, eg toilet blocks etc.

I would like to see the canal made navigable, I do not want to see the Basin become a tourist hub it would spoil the very peacefulness of the place which many of us value and make life less pleasant for those living near.

Any changes to the Canal should evolve slowly as major ‘overnight’ changes will cause more controversy. Hickling needs to evolve slowly also. Facilities like toilets, Information Centre, slipways, parking, need to be positioned outside of the Canal side villages eg Cotgrave Country Park, Stathern Bridge Area and the Rutland Arms, Woolsthorpe. We would support any furthering of amenities/business ventures **at** The Plough public house that would ensure its viability and sustainability.

The canal should be opened to pleasure craft. Maintain good walking and cycling surface to the towpaths.

The canal is a lifeline that can bring in visitors whose spend can enable facilities such as a village shop, pub etc to become and remain viable.

The above summarises our views.

The stretch of canal detailed should be cleared and used for all the recreational activities envisaged (ticks to all but broad beam & cabin cruisers). The area concerned is far too attractive to let it fall into disrepair and disappear altogether.

I think it would be a good idea to have canoes/kayaks or rowing boats on the canal in the future. But I think narrowboats or cabin cruisers would not be welcome in the village, as it would spoil the peace and quiet that people come to Hickling for.

The wildlife comes first. Any introduction of boats/canoes on the canal would probably scare wildlife away. Any increase in tourism would result in even more litter/traffic problems and would make village worse.

Main use should be the protection and encouragement of wildlife.

The existing infrastructure should be utilized. The PH has toilets and can provide food and refreshments. The building of any new or the adaptation of any old structure will dilute the already fragile economy of the village. Additional formalisation brings restraints in the form of parking restrictions and removes the integrity of the rural village setting. Additional visitors brings with it the inherent behavioural problems, damage and theft. Places that gently display their treasures are far more respected by those visiting and using.

Anything that will bring employment and enterprise to the village would be welcome.

A carefully maintained wildlife and tranquil rural corridor, used by more people possibly but not over developed for sport or tourism. More seating would be welcome along the canal.

Locations 4:

Open the canal to the River Trent & boats

Canal should be left as natural as possible but maintained so it continues to exist in the future. The idea of kayaking sounds pleasant but could cause potential conflict with anglers. There are no access or parking problems so no need for excessive concreting . If large vessels were to use the canal the whole environment would have to change and many who have used the canal in the last few years wouldn't be able to.

<p>If you would like to add any additional comments, please use this box (& additional sheets, if necessary!):</p>

Locations 1:

We have lived here for 37 years and have been very happy with the village as it is. Why does everyone want to change it?

(The following 7 paragraphs form a letter from one response):

Before coming to Hickling three years ago, for 43 years I lived in Wysall. I watched the village change from a farming community with a shop, school and cows/sheep walking in their timeless way down the main street to not an unpleasant but much built up dormitory village without any of the above features. You will understand therefore that the idea of living in a 'real' village again was very attractive.

An added attraction was the canal with its towpath (a good surface for walking) and the wildlife along its banks which was evident through all the changing seasons. I meet several other residents of Hickling on my walks to say 'hello' to as well as many other people who bring their dogs, small children with trikes and elderly relatives, to enjoy the outdoors experience in safe surroundings.

Although, as Gilbert & Sullivan said, 'Youth must have its fling' I feel that to engineer a change of the activities that one has in and around the canal such as walking, or casual fishing to such things as canoes;

kayaks, floating pontoons and so on will make it less attractive to older, or even middle aged persons (and probably also their dogs, not to say the swans, ducks and moorhens and other assorted animal). We also need to consider that many protected animals live on the canal banks, water voles for example, and I have caught sight of the odd crested newt and seen the swift flight of bats on a summer evening.

There is much water way already round the Trent for narrowboats and sailing etc, plus a large facility at Holme Pierrepont with lots of exciting water attractions for canoeists or Kayaks. It should be considered that many young people would maybe just enjoy walking by the canal without having organised/other sports expected of them.

As I have indicated in the questionnaire, I feel we need to spend some money and time maintaining the canal for the enjoyment of everyone without radically changing its function. A few more seats in selected spots, maybe a few more indications of what one can find in and around the canal or even 'guided' wildlife walks for children so that they can see nature as it is, rather than providing a contrived atmosphere. Maybe a separate cycle path for those that want to go on a longer journey (the bikes do occasionally nearly run you over!)

Surely in these rather trying times it is tranquillity that is needed not more frenzied activity.

I would also put in a plea for not attracting more traffic! It is not easy sometimes to get out of your own gate! And that is just with those that come to enjoy the canal as it is!
Yours with feeling!

My husband & I have enjoyed walking the length of the canal, not all at once I might add and he always hoped the canal would be opened up and maintained & I go along with this as it is so beautiful and gives pleasure to so many.

Could cyclists be requested (firmly!) to a) fit a bell & b) to use a warning bell! This would make life much less stressful for innocent walkers – who, apparently, are expected to listen constantly for oncoming cyclists & then jump out of their path – hence our view that NO CYCLE HIRE should be allowed.

Current hedge cutting techniques are very poor and must be improved urgently – because vast numbers of thorns are currently scattered dangerously across the path (and grass edges) resulting in (1) many dogs suffering thorns in their paws and (2) cyclists suffering repeated punctures (this used not to happen).

Some kind of traffic management decisions need to be made (even to maintain the status quo) but we are strongly against 'creeping urbanisation' – yellow lines and proliferating road signage – what about some kind of road narrowing (with passing places) ...

Opening canal area to narrowboats/cruisers would destroy habitats for wildlife, potentially increase littering/state of area. Canal already well used by public for walking/cycling/enjoying wildlife.

(the following paragraphs, between the dotted lines, form part of one response):

We are against opening the canal for boats. Canoes, kayaks, rowing boats would not be a disaster but they could not co-exist with the use for fishing on such a narrow waterway. The canal is a fantastic fishery and wildlife corridor and is a very valuable place for people to access the countryside and nature. It is very popular already but could be improved.

Any sort of boat use is going to clash with fishing for a start, canoes and kayaks could just be a way in to open the door to narrowboats and cabin cruisers. Narrowboats and cabin cruisers will bring more people, noise, pollution, litter and will completely change the nature of the canal.

The boat enthusiasts claim to be saving the canal, 'The canal is derelict and is not used.' The canal is alive and buzzing and lots of people enjoy it thank you very much.

Boats will churn up the sediments. The water will be cloudy and unable to support plant life except microscopic algae. Therefore much of the animal life will vanish too. Wave motion will cause bank erosion and prevent emergent waterside plants from growing.

Result – open, cloudy water and no plants, grassy or muddy banksides and miles of open water – just go to the Norfolk Broads.

We would not like to see the village change to a more tourist use. "Development" of the canal will increase tourism and change Hickling. We already have lots of visitors to Hickling which is fine. The level of visitors at the moment is just about enough and is limited by the parking along Main Street (already a problem at times). More parking will mean more visitors. We are not anti-visitors. Hickling welcomes its visitors particularly during the Country Fair and Scarecrow weekends. However, we chose to live in a small, farming village in the countryside. We do not want to see Hickling urbanized or to get too busy.

We like Hickling as it is.

We must put the needs/wants of Hickling first.

Reedcutting which enables the canal to be used for cycling and rambling in its present condition.

A major change to the use of the canal will bring additional visitors/users that will affect the quality of life for residents and businesses immediately in the area. It is important that we maintain and if at all possible improve this quality of life we all seek.

Locations 2:

I should like to suggest having greater safety for the ducks, swans, geese. The sign at Mill Lane is almost covered over by branches and the one coming in from Kinoulton seems to have been removed. These birds need protecting from the traffic and also from some of the younger members of the fishing fraternity.

Village should not change for the benefit of others.

Developing and promoting the canal will attract visitors to Hickling which should help support the pub and possibly a village shop/tearoom.

I do not feel Hickling will be swamped with tourists, if any change is introduced it needs to be planned, researched and staged with consultation with parishioners at each stage. Eg stage 1 allow private use of canoes, kayaks etc – assess impact. Stage 2 open visitor/information centre etc.

If more visitors were attracted to the village, control of litter would be important (also dog fouling).

Perhaps any requirement for “shop” and toilets could be met by The Plough Public House.

With continuous navigable waterway from Grantham area to Hickling there would be considerable increase in activity at Hickling Basin. If the whole length of canal was restored and entry to Trent made then there would be irresistible pressure on the land, road and premises at the Basin. Parish Council should resist plans to restore whole length (including raising Hickling Basin Bridge) until adequate car parking has been provided.

Clearly access to a local shop would be a real benefit – but it would come at a cost with additional traffic from Kinoulton. Now that the Farm Shop has closed the need for a local source of papers/fresh veg/bread is even more apparent. I think the Parish Council should actively encourage anything which will provide a local shop – even at the expense of increased traffic.

I think that the use of canoes/boats would harm the wildlife and spoil what we currently enjoy. More people would bring more litter/dogs/cars etc which would be harmful for the environment.

The towpath is not wide enough for a greater number of strollers and would be unsafe for walkers if more cyclists ride amongst them. Cycle hire is unnecessary. Swans, ducks and fish will no longer enjoy the canal if canoes and boats disturb them.

Locations 3:

I would like to see narrow boats on the canal – with our pub and a village shop it would be a pleasant location. I really would not like car parking and canoe and boat hire facilities – just gentle narrow boat visitors and walkers who would perhaps explore the village on foot.

Everyone loves Hickling as an unblemished rural village, that commercialism hasn't touched yet!! The Grantham Canal only see money making ideas when they look at Hickling and no benefit to Hickling itself.

We all love the quiet and peaceful nature of this village. We would hate to see that sacrificed. There are also major problems to consider if more traffic is encouraged into the village – this could spoil the character of the village.

Powered vessels always entail a certain amount of pollution

Making the facilities we have a viable proposition without spending vast sums of money on a short lease at the Wharf. This I think was the downfall of the last project.

The questionnaire is confusing in places, eg if you state that you are in favour of maintaining the canal as a sustainable habitat, does this necessarily preclude its use for boating etc? A 'yes' vote for each is rather contradictory.

Extra parking space could be made at the side of the road out of the village by the construction of lay-bys.

Hickling needs to remain as a country village people love to live in and like to visit not change to an urban area (with car parks, yellow lines and public toilets) that people come here to Hickling to get away from.

Footpath no.2 should be formally linked to the canal I have used the path from Harles Acres down path no.2 and along the canal and back (c. 4 miles) for about 40 years. The path (no.2) across has had its sign removed several times since new owners moved in to Canal Farm!

The canal doesn't belong to the people of Hickling – or any of the other canal communities – it is an amenity we need to share. Why not make the best of it? (ticks given to walking/cycling/casual angling/canoes)

The towpath is of limited width and cycling was banned. Any increase in cycling at the speeds which the cyclists travel will greatly increase the danger to children and people with prams etc. The canal on the other hand is not utilised.

When the canal was built it would have brought welcome income to the village, this should be allowed to flourish once more.

Any additional maintenance and 'social' improvements to the basin would probably help ensure the future for pub/shop etc. Could a small block of public toilets/ and or provision for outsales of soft drinks etc be placed at the very rear of the pub's land? Is it possible to either provide off verge parking at the village extremes as at other canal junctions or to utilise some of the field area to the left of the basin (farm not green) with steps to the tow path? – the land next to the river (Smite) flowing under the canal would be non-intrusive to existing village views and appears unused except for trailer storage at present? Both for limited car numbers.

Locations 4:

- *no additional comments for this section.*

<p>If you would like to add any additional ideas or suggestions, please use this box (& additional sheets, if necessary!):</p>

Locations 1:

? use of field at end of pub car park – could this be stoned over and used as additional village parking?

Could a farmer's field be used for car parking – to keep the Basin more restful – also, cars exiting any Wharf car park could be a traffic hazard

Renovation of the Lengthman's Hut with development of the Wharf building for heritage or residential purposes.

We would like to see any additional facilities based at The Plough – village shop, for example?

Would be good to do something about terrible dog fouling of canal & village streets.

Before any development/improvement takes place the infrastructure to cope with the change must be in place first.

Locations 2:

Suggest a survey of non-residents who use the canal/towpath. Why do they come to Hickling? Suggest it's the peace and quiet.

Bird watching hides, seating along footpath at 1 mile intervals, information plaques for nature observers and schools.

Any development of the canal should be a phased project with regular impact assessments carried out to gauge the effect on wildlife, traffic etc

The possibility of providing a village shop adjacent to/behind the Plough could be explored.

Any boat with an engine will pollute the water and it will no longer be a habitat for wildlife. Public toilet? Who will be responsible for keeping it clean? Would it be locked during hours of darkness to prevent unlawful use?

Locations 3:

Try not to over develop the area around the canal. It will lose its charm for the peace that it gives people who visit already. Think of the effect on the surrounding residents. Boats should help to keep the canal clear.

Some traffic calming could be beneficial eg village gateways as this could slow traffic and deter larger vehicles taking short cuts. Shops and public toilets are closing widely throughout Rushcliffe Borough due to expensive running costs, why should it be viable in Hickling?

The Plough needs to be included in any proposals as this is also a lifeline of village life.

Key to any proposals is car parking! For visitors.

This is only 1 form there are 3 in our household – bear this in mind.

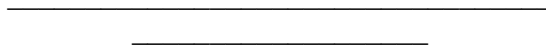
Swan population getting out of hand.

In my lifetime I have seen the village gradually die on its feet. Let's grab the opportunity to reverse this.

A very long term view of the alteration of the road to bridge or tunnel and its effect on locals must be considered so that a) good communication (traffic flow) b) minimal disturbance for local residents can be achieved. At this point yellow lines would probably be a necessity.

Locations 4:

What about a few more signs for information to encourage people to walk, not sure you need a visitor centre, improvements can make canals less interesting, Cotgrave stretch is an example.



The Grantham Canal & Hickling.
Consultation Questionnaire March/April 2009
Summary of Responses (up-dated 28th April 2009)

Three additional responses have been received after the compilation of results – this makes the total received 65. One of these (L2) was received and noted at the Parish Council meeting on April 22nd, whilst the other two were received after this meeting.

Locations 1 (L1): village sign to Church ()
 Locations 2 (L2): Church up to Green (1 received 210409)
 Locations 3 (L3): Green to end of Village, wider parish (2 received 270409)
 Locations 4 (L4): Out of Parish ()

✓ those options **approved** of
 x those options **disapproved** of
 ? those options **undecided** on
 LB = Left Blank (not answered)

Allow nature to take its course and for the canal to gradually return to a grassy area?

L2:	✓	1	x	0	?	0	LB	0
L3:	✓	0	x	2	?	0	LB	0

Maintain the canal as a clean and pleasant waterway environment (grass cutting, reed control, seating, pathways)?

L2:	✓	1	x	0	?	0	LB	0
L3:	✓	0	x	2	?	0	LB	0

Maintain a sustainable waterways habitat for wildlife (including periodic reed control)?

L2:	✓	1	x	0	?	0	LB	0
L3:	✓	2	x	0	?	0	LB	0

Would you, personally, wish to use your own private canoe, kayak, small craft on the Hickling stretch of the canal?

L2:	✓	1	x	0	?	0	LB	0
L3:	✓	2	x	0	?	0	LB	0

Would you support the introduction of any of the following visitor orientated projects/infrastructure?

➤ Car parking

L2:	✓	1	x	0	?	0	LB	0
L3:	✓	1	x	0	?	1	LB	0

➤ Public Toilets

L2:	✓	0	x	1	?	0	LB	0
L3:	✓	1	x	0	?	1	LB	0

➤ Traffic Management measures:

• Extra signage

L2:	✓	0	x	1	?	0	LB	0
L3:	✓	1	x	0	?	1	LB	0

additional comments:

(L2) *why?*

• Yellow lines

L2:	✓	0	x	1	?	0	LB	0
L3:	✓	0	x	1	?	1	LB	0

additional comments:

(L2) *why?*

• Road humps

L2:	✓	0	x	1	?	0	LB	0
L3:	✓	0	x	1	?	1	LB	0

➤ Improved slipways

L2:	✓	0	x	1	?	0	LB	0
L3:	✓	1	x	0	?	1	LB	0

additional comments:

(L2) *These are OK as is*

➤ Trailer turning/unloading/storage facilities

L2:	✓	0	x	1	?	0	LB	0
L3:	✓	1	x	0	?	1	LB	0

➤ Floating launch pontoon

L2:	✓	0	x	1	?	0	LB	0
L3:	✓	2	x	0	?	0	LB	0

➤ Canoe Hire business

L2:	✓	0	x	1	?	0	LB	0
L3:	✓	1	x	0	?	1	LB	0

	➤	Cycle Hire business						
L2:	✓	0	x	1	?	0	LB	0
L3:	✓	1	x	0	?	1	LB	0
	➤	Information Centre						
L2:	✓	1	x	0	?	0	LB	0
L3:	✓	2	x	0	?	0	LB	0
	➤	Village Shop						
L2:	✓	1	x	0	?	0	LB	0
L3:	✓	2	x	0	?	0	LB	0

Which of the following potential uses for the canal would you support?

	➤	Walking/Rambling						
L2:	✓	1	x	0	?	0	LB	0
L3:	✓	2	x	0	?	0	LB	0
	➤	Cycling						
L2:	✓	1	x	0	?	0	LB	0
L3:	✓	2	x	0	?	0	LB	0
	➤	Angling/Fishing - casual						
L2:	✓	1	x	0	?	0	LB	0
L3:	✓	1	x	1	?	0	LB	0
		Angling/Fishing - competition level (pegged etc)						
L2:	✓	0	x	1	?	0	LB	0
L3:	✓	1	x	0	?	0	LB	1
	➤	Canoes/Kayaks						
L2:	✓	1	x	0	?	0	LB	0
L3:	✓	2	x	0	?	0	LB	0
	➤	Narrowboats - traditional 6ft10in wide						
L2:	✓	1	x	0	?	0	LB	0
L3:	✓	2	x	0	?	0	LB	0
	➤	Narrowboats - broad beam 14ft wide						
L2:	✓	0	x	1	?	0	LB	0
L3:	✓	0	x	2	?	0	LB	0
	➤	Cabin Cruisers						
L2:	✓	0	x	1	?	0	LB	0
L3:	✓	2	x	0	?	0	LB	0

For the last 3 questions, comments were requested.

Below is a (word for word) transcription of the comments received:

Can you briefly summarise your view of the future of the canal and whether the village should or should not change as a result?:

Locations 2:

A meeting place enhancing the canal but retaining its low key rural charm.

Locations 3:

The village would benefit from the opening of the canal – boat users bring business but not extra traffic. Perhaps it would help vitalise the village – maybe see the opening of a farm shop/village store once more.

It is pointless clearing parts of the canal without through boating traffic as the maintenance/clearing of these parts is in part done by the through traffic itself.

If you would like to add any additional comments, please use this box (& additional sheets, if necessary!):

Locations 2:

Had an opportunity with the Wharf building, due to the narrow mindedness of some residents this was squandered – why are we revisiting this?

Locations 3:

Visitors to the village bring ‘cash’ to village projects ie Scarecrow W/E, Country Fair, Open Gardens etc. The opening of the canal would add to this and encourage more visitors to the village events.

Narrowboats and cruisers would help maintain village shops and pubs along its route without bringing extra vehicle traffic to the villages therefore little disruption but added benefits.

If you would like to add any additional ideas or suggestions, please use this box (& additional sheets, if necessary!):

Locations 3:

I would like to point out that the majority of tourists/boat watchers will congregate at villages where there is a lock – very few will just stop to watch boats go by, so this would probably not impact too much on Hickling.
