

# Stockton Parish Profile 2014

## Overview

Annual Precept £376

Stockton is a rural parish covering 323 hectares. The nearest primary school is 3km from the centre of the parish. The nearest secondary school is 10km from the centre of the parish.

## Communications and transport (nearest distances are straight lines 'as crow flies')

The nearest hospital is 12km from the centre of the parish (18min on public transport). The nearest GP practice is 4km from the centre of the parish (13min on public transport).

## Demographics

### Population

	District	Parish
Total (n)	74,631	<b>128</b>
Males (n)	36,336	<b>71</b>
Females (n)	38,295	<b>57</b>

### Population trend

	2001	2011
Total (n)	129	<b>128</b>
Aged 75+ (n)	5	<b>6</b>

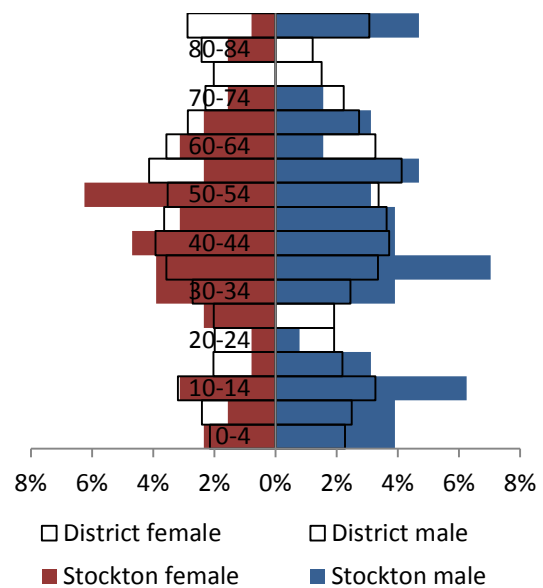
### Health

	District	Parish
Limiting Long Term Illness (%)	20	<b>9</b>
Health is good (%)	81	<b>91</b>

### Deprivation

	District	Parish
Housing or CT benefit claimants (%)	16	<b>8</b>

### Age profile



## Housing & Employment

### Housing growth

	2001	2011
Dwellings (n)	52	<b>53</b>
Vacant dwellings (n)	7	<b>3</b>

### Employment (LSOA)

	District	Parish
Claiming JSA (%)	1.2	<b>0.7</b>
Economically active (n)	68	<b>75</b>

### Energy Efficiency (LSOA)

	District	Parish
Fuel poverty (%)	24	<b>32</b>
No gas connection (%)	30	<b>69</b>

### No. of dwellings by CT band

	District	Parish
Band A (%)	11	<b>5</b>
Band B (%)	21	<b>5</b>
Band C (%)	22	<b>10</b>
Band D (%)	16	<b>10</b>
Band E (%)	14	<b>28</b>
Band F (%)	10	<b>27</b>
Band G (%)	6	<b>12</b>
Band H (%)	1	<b>3</b>

## Interpretation of the Data – Stockton on Teme

This supplementary document explores some of the underlying data from the profile and links it to the data at a district-level.

**Precept** In 2014/15 the average parish precept in Malvern Hills District was £43.66 per household and the range from £100.42 to £1.53. The precept for Stockton on Teme was £7.52 the 3rd lowest out of 53.

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**Population** Stockton on Teme is the smallest parish in Malvern Hills. Between 2001 and 2011 the population declined by less than 1%, whereas the total district population grew by 3.4%.

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**Households (dwellings with residents)** The number of households has increased from 45 to 50. The small decrease in the population has contributed to the size of households decreasing from 2.87 persons to 2.56. The number of single person households has increased from 0 to 11 (22% of all households). 27% of single person households are single pensioner households; this has increased from 0 to 3 in 2011.

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**Older people** The number of persons aged 60 and over has increased by 33% from 21 to 28. Persons aged 75 and over have increased by 20% from 5 to 6. The population has aged significantly and that trend is likely to continue.

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**Children** The number of persons aged 0 to 15 has decreased by 21% from 33 to 26. This downward trend is common to two thirds of parishes.

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**Deprivation** The Index of Multiple Deprivation shows that no households are deprived in three out of the four dimensions of employment, education, housing and health and disability - the district-level percentage is 3.2%. Housing or Council Tax benefit and JSA claimants are also lower than the District average.

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**Cars and vans** The number of households with no access to a car/van has increased from 0 to 2. This means that 4% of households rely on other means of transportation.

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**Health** The percentage of the population reporting good or very good health in each parish ranges from 91% to 75%. In Stockton on Teme it is 91%, the highest in the district, but the number of people reporting that they are healthy will likely reduce as the population ages.

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**Considerations** How to ensure that care and support for older people is sustained and developed as the population continues to age. Working in partnerships with other parishes and the statutory authorities is likely to be helpful particularly for very small parishes such as Stockton on Teme.

How to minimise social isolation as the number of single person households increases.

How to sustain and develop transport services particularly for the 4% with no access to a car or van.

How to ensure that deprived households have access to supporting services and benefits. Promotion of the CAB Community Liaison Volunteers may be helpful.