

SURVEYS PAPER APPENDIX 7

**All comments** - 831 sorted into 71 comment groups  
(N = number of comments, % = percentage of comments)

	N	%
Reduce traffic (cars and HGVs) in central Botley, roads too congested	137	16.6
Bypass not necessary, just traffic calming and divert HGVs	58	7.1
Reduce pollution	55	6.7
Non-specific comment	43	5.3
Improve vehicle and pedestrian safety in central Botley	39	4.8
Better access to healthcare	31	3.8
Retain Village ethos	27	3.2
No more development	26	3.1
More shops, improve shopping and visitor experience	21	2.5
Reduce/enforce speed limit on appropriate roads	21	2.5
Reduce/enforce weight limits or limits at specific times on appropriate roads	21	2.5
Southern end to go further to the east to Tollbar Way/M27	20	2.4
Improved local road design	17	2.0
Choose a better route or a real Botley bypass	15	1.8
Protect and extend cycleways	15	1.8
More affordable housing for local people	15	1.8
Encourage more traffic or faster traffic	12	1.4
Control rat-runs	12	1.4
Pedestrianise Botley Square and close to through traffic	12	1.4
Improve parking in Village centre	12	1.4
Effective sign posting to use Bypass	11	1.3
More schools	11	1.3
Reduce damage to old building	10	1.2
Stop separation of Boorley Green from central Botley	10	1.2
More sports and recreation facilities	10	1.2
More open and wildlife spaces	10	1.2
Further south and through River Hamble Country Park to M27	9	1.1
One-way traffic systems	9	1.1
Loss of trade in Botley	8	1.0
Don't support if linked to Winchester Street and Uplands Farm funding	8	1.0
Pedestrian crossing on High Street to reach the Botley Centre	8	1.0
More retirement appropriate dwellings	8	1.0
Enhance footpaths	8	1.0
Destroy green space, enjoyment of walking and wildlife	7	0.8
Number of houses on a site depends on the size of the site	6	0.7
Further north	5	0.6
Keep route but needs proper traffic calming on side roads	5	0.6
Improve parking in Winchester Street	5	0.6
More community facilities, including buildings and allotments	5	0.6

	N	%
Improve water pressure and drainage for surface and foul water	5	0.6
Move aggregate industry and HGV Testing	5	0.6
Wider pavements in High Street	4	0.5
More Youth facilities	4	0.5
More trees	4	0.5
More parking at Botley Station so cars don't drive to Hedge End Station	3	0.4
Better road calming	3	0.4
Maintain settlement gaps	3	0.4
Improve Village centre	3	0.4
Developments must match surrounding buildings	3	0.4
Improved public transport	3	0.4
Too expensive	2	0.2
Increased pollution or prolonged disruption	2	0.2
Will encourage future development	2	0.2
Better access for less well-abled, pushchairs and electric buggies	2	0.2
Less parking in the Square - use off High Street parking	2	0.2
More seating in green spaces	2	0.2
Riverside walk	2	0.2
Reduce size of Winchester Street development	2	0.2
More entertainment facilities	1	0.1
Better green barriers between groups of dwellings	1	0.1
Lit sidewalks	1	0.1
New house should be of high quality	1	0.1
Need smaller starter homes	1	0.1
Build a mixture of housing sizes	1	0.1
More bungalows	1	0.1
More flats	1	0.1
Nothing over 3 storeys	1	0.1
Controlled crossing on Kings Copse Avenue	1	0.1
New houses are not affordable	1	0.1
New sites should not be over-crowded with houses	1	0.1
Sensitive house planning	1	0.1

**Question 1 - Reason for supporting bypass (243 respondents, 254 comments)**

	N	%
Reduce traffic (cars and HGVs) in central Botley	124	48.8
Reduce pollution	55	21.7
Improve vehicle and pedestrian safety in central Botley	36	14.2
Retain Village ethos	17	6.7
More shops and restaurants to improve shopping and visitor experience	10	3.9
Reduce damage to old building	9	3.5
Improved local road design	2	0.8
Reduce/enforce weight limits/limits at specific times on appropriate roads	1	0.4

**Question 3 - Alternative route for bypass (72 respondents, 74 comments)**

	N	%
Southern end to go further to the east to Tollbar Way/M27	18	24.3
Further south and through River Hamble Country Park to M27	9	12.1
Non-specific comment	9	12.1
Bypass not necessary, just traffic calming and divert HGVs	8	10.7
Improved local road design	8	10.7
Further north	5	6.8
Keep route but needs proper traffic calming on side roads	5	6.8
To stop separation of Boorley Green from central Botley	4	5.4
Choose a better route or a real Botley bypass	3	4.1
Reduce traffic (cars and HGVs) in central Botley, roads too congested	1	1.4
Don't support if linked to Winchester Street and Uplands Farm funding	1	1.4
Control rat-runs	1	1.4
Move aggregate industry and HGV Testing	1	1.4
Improved public transport	1	1.4

**Question 5 - Additional comments to mitigate traffic problems (80 respondents, 92 comments)**

	N	%
Traffic calming on appropriate roads and divert HGVs	21	22.9
Reduce and/or enforce speed limit on appropriate roads	15	16.3
Reduce weight limits or limits at specific times on appropriate roads	14	15.2
Control rat runs, if required close one end of road	8	8.7
Effective signposting to use Bypass	8	8.7
One-way traffic systems	7	7.6
Pedestrianise Botley Square and close to through traffic	6	6.5
Pedestrian crossing on High Street to reach the Botley Centre	5	5.4
Protect and extend cycleways, including through the Square	4	4.3
More parking at Botley Station so cars don't drive to Hedge End Station	2	2.2
Improve parking in Village centre	2	2.2

**Question 6 - Changes to the Square after the Bypass is open (53 respondents, 53 comments)**

	N	%
Traffic calming	24	45.3
Pedestrianise Botley Square and close to through traffic	6	11.2
Improve parking in Village centre	6	11.2
Wider pavements in High Street	3	5.7
Non-specific comment	2	3.8
Effective sign posting to use Bypass	2	3.8
Cycleway through Square	2	3.8
Pedestrian crossing on High Street to reach the Botley Centre	2	3.8
Less parking in the Square - use off High Street parking	2	3.8
One-way traffic systems	1	1.9

	N	%
Better access for less well-abled, pushchairs and electric buggies	1	1.9
Improve parking in Winchester Street and Alexandra Way	1	1.9
Better access to healthcare	1	1.9

**Question 9** - What benefits would you like the development to provide (78 respondents, 122 comments)

	N	%
Better access to healthcare	29	23.9
More schools	11	9.0
More shops and restaurants to improve shopping and visitor experience	9	7.4
More sports and recreation facilities	9	7.4
More open and wildlife spaces	9	7.4
Protect and extend cycleways, including through the Square	8	6.6
Enhance footpaths	7	5.7
More retirement appropriate dwellings	4	3.3
More trees	4	3.3
Improve parking in Winchester Street and Alexandra Way	3	2.5
More Youth facilities	3	2.5
More community facilities, including buildings and allotments	3	2.5
Improve Village centre	3	2.5
Retain Village ethos	2	1.6
Improve vehicle and pedestrian safety in central Botley	2	1.6
Non-specific comment	2	1.6
Improve parking in Village centre	2	1.6
More seating in green spaces	2	1.6
Maintain settlement gaps	2	1.6
Pedestrian crossing on High Street to reach the Botley Centre	1	0.8
Better access for less well-abled, pushchairs and electric buggies	1	0.8
Better road calming	1	0.8
More entertainment facilities	1	0.8
Better green barriers between groups of dwellings	1	0.8
Riverside walk	1	0.8
Improve surface and foul water drainage	1	0.8
Lit sidewalks	1	0.8

**General comments** - unrelated to the question or written elsewhere on the questionnaire (188 comments)

	N	%
Non-specific comment	30	15.9
No more development	26	13.7
More affordable housing for local people	15	8.0
Reduce traffic (cars and HGVs) in central Botley	12	6.4

	N	%
Retain Village ethos	8	4.3
Reduce weight limits or limits at specific times on appropriate roads	7	3.7
Don't support if linked to Winchester Street and Uplands Farm funding	6	3.3
Reduce and/or enforce speed limit on appropriate roads	6	3.3
Number of houses on a site depends on the size of the site	6	3.3
Improved local road design	6	3.3
More retirement appropriate dwellings	4	2.1
Improve surface and foul water drainage	4	2.1
Move aggregate industry and HGV Testing	4	2.1
Traffic calming on appropriate roads and divert HGVs	3	1.7
Control rat-runs	3	1.7
Developments must match surrounding buildings	3	1.7
More shops and restaurants to improve shopping and visitor experience	2	1.1
To stop separation of Boorley Green from central Botley	2	1.1
Encourage more traffic or faster traffic	2	1.1
Southern end to go further to the east to Tollbar Way/M27	2	1.1
Improve parking in Village centre	2	1.1
Better road calming	2	1.1
More community facilities, including buildings and allotments	2	1.1
Reduce size of Winchester Street development	2	1.1
Improved public transport	2	1.1
Improve vehicle and pedestrian safety in central Botley	1	0.5
Reduce damage to old building	1	0.5
Too expensive	1	0.5
Choose a better route or a real Botley bypass	1	0.5
Loss of trade in Botley	1	0.5
More parking at Botley Station so cars don't drive to Hedge End Station	1	0.5
Effective sign posting to use Bypass	1	0.5
Protect and extend cycleways, including through the Square	1	0.5
One-way traffic systems	1	0.5
Improve parking in Winchester Street and Alexandra Way	1	0.5
Widen pavements in High Street	1	0.5
More Youth facilities	1	0.5
More sports and recreation facilities	1	0.5
Enhance footpaths	1	0.5
Maintain settlement gaps	1	0.5
More open and wildlife spaces	1	0.5
Riverside walk	1	0.5
New house should be of high quality	1	0.5
Need smaller starter homes	1	0.5
Build a mixture of housing sizes	1	0.5
More bungalows	1	0.5
More flats	1	0.5
Nothing over 3 storeys	1	0.5

	N	%
Controlled crossing on Kings Copse Avenue	1	0.5
New houses are not affordable	1	0.5
New sites should not be over-crowded with houses	1	0.5
Sensitive house planning	1	0.5

**All comments** - 596 comments relating to the questions shown below

Q01-Y	Support Bypass
Q01-N	Don't support Bypass
Q01-O	Comment not directly for or against Bypass
Q05-O	Comments made on Q5 but not requested as part of question
Q06-O	Comments made on Q6 but not requested as part of question
Q09-O	Comments made on Q9 but not requested as part of question
Q10-O	Comments made on Q10 but not requested as part of question
Q13-O	Comments made on Q13 but not requested as part of question
Q14-O	Comments made on Q14 but not requested as part of question
GEN	General comment

2017/001	To alleviate pollution in the Square	Q01-Y
2017/001	Cuts the Parish in two and too close to other housing	Q03
2017/001	The Bypass (Relief Road) may alleviate traffic on other roads not only through the Square, but may attract more traffic in Botley as a whole, particularly when problems occur on the M27	Q05-O
2017/001	The negative impact of further development on top of the disproportionate developments in train far outweigh the miniscule benefits of any of the above	Q09-O
2017/002	Not if it is on the understanding that mass development comes to Winchester Street and beyond in the Botley Parish	Q03
2017/003	The Green Belt needs to be retained between Botley and Hedge End and surrounding areas of Botley. A key priority is for Botley to retain its village character and ensure that the village is not subsumed within urban sprawl	GEN
2017/003	Reduction of traffic flow through village centre and retention of the Square will help retain village community and rural ethos, improve safety through the village especially at Primary School, Community Centre and Recreation Ground	Q01-Y
2017/003	If possible link directly into the Fair Oak/Boorley Green route at northern end of Woodhouse Lane so that the link to the M27 is utilising the Bubb Lane/Hedge End shopping retail park area past M&S, Sainsburys and Bradbeers. This would reduce traffic through Kings Copse Avenue and retain residential aspects of the area	Q03
2017/003	Reduce speed limit through Broad Oak, Botley High Street and the Square so that near schools, including Woodhill School, are 20 mph maximum and lower if appropriate	Q05
2017/003	If you provide a cycleway through the Square it needs to be part of a continuous network, not partial as it is currently after the Botley Grange Hotel coming towards Botley. This is very important for cyclist safety and if you aim to promote the bicycle as a means of children travelling to school	Q06

2017/003	Footpaths and cycleways need to return to rural nature and character for those using them. Any dwellings in this area and all of Botley Parish should be low density dwellings, that is for older residents who wish to stay in the Parish during retirement and for family homes with good sized gardens for local residents	Q09
2017/003	With the proviso that any development should be in keeping with the surrounding properties	Q10-O
2017/003	Such bungalows should be designed for the elderly who wish to remain in the local community and consider assisted-living dwellings	Q13-O
2017/004	The community needs more allotments and recreation space	GEN
2017/004	To reduce traffic flow through Botley Square, reduce pollution in the Square and on the road past the Primary School and to make that part of the road safer to walk along	Q01-Y
2017/004	Traffic calming through Botley High Street, 20 mph speed limit up to the Primary School (Wildern Lane is a 20 mph road), possibly speed bumps like Wildern Lane as well	Q03
2017/004	Winchester Street should be a much smaller development, the size of the planned development increases Botley's area by more than a half	Q09-O
2017/006	Air quality on the High Street is awful at times. The heavy traffic, especially HGVs, shake our house badly, especially at night when they don't stick to the 30 mph limit	Q01-Y
2017/006	The main route of the bypass makes sense considering sewers, electricity, etcetera but I think there should be no car access to the bypass off Winchester Street for locals (it is sited so close to houses at Holmesland Lane where traffic will wait to join bypass). We need urgent excellent pedestrian and cycle access across bypass that is very safe - for school children to Botley and proposed new school on the bypass road	Q03
2017/006	Moving Botley Station aggregate industry to outside of area would be lovely for noise but we need the jobs	Q05-O
2017/006	Ensure we don't lose car parking behind the Dolphin pub and keeping all parking free of charge to encourage shoppers and diners.	Q06-O
2017/006	Safer cycle route would be excellent especially for kids going to Wildern School and new school on Bypass road and link to new development	Q09
2017/006	Drainage on the Winchester Street site is very poor - often waterlogged. Also loss of a listed building and working farm (Uplands Farm). Access onto Winchester Street would be difficult - it is busy enough already, especially during construction of all the houses	Q09-O
2017/006	Keeping house quality high and village atmosphere is important	Q10-O
2017/006	Need 1-2 bed houses to help young adults start out in this area	Q13-O
2017/007	It will benefit the village but make more problems for people living in Station Hill. Traffic is bad. It can take up to 20 minutes to walk to the village, the roundabout will need crossings for pedestrians and prams etcetera	Q01-Y
2017/007	Doctors and Health surgeries. We don't have enough to treat who treat the people who live here now. God help us if we keep building more houses and not enough amenities	Q09

2017/008	To a degree, as more traffic would use Station Hill, which is bad now, to get onto the proposed roundabout. Therefore, some sort of crossing would have to be made at Station Hill and also at the roundabout for people to cross	Q01-Y
2017/009	Get rid of unnecessary heavy vehicles which have absolutely no reason whatsoever to pass through the Village and to reduce pollution round the school	Q01-Y
2017/009	Moving Botley Station aggregate industry is an absolute must and if this is not done little will have been achieved	Q05-O
2017/009	Residents with hedgerows must be made to cut these back to their boundary. Thorn buses are especially dangerous and can damage eyes	Q06
2017/010	To remove heavy traffic flow from the Village	Q01-Y
2017/010	Improvements from the bypass will be lost because of all the additional traffic from new housing	Q05-O
2017/012	We need more green space for wild animals	GEN
2017/012	The Botley Bypass should have been built a long time ago. There are too many heavy lorries in Botley Square, which is very dangerous	Q01-Y
2017/013	We need it to try to ease the traffic	Q01-Y
2017/013	More houses for renting, as a lot of people can't afford to buy	Q14-O
2017/016	The traffic passing through Botley is both unsuitable and horrendous	Q01-Y
2017/018	Have been waiting for it for nearly 40 years	Q01-O
2017/019	All heavy traffic down Kings Copse Avenue should be made to go round Maypole Roundabout onto the road passed the Botley Grange Hotel and onto the M27 via Charles Watts Way	Q03
2017/020	It will destroy green land. It will have a bad impact on wild life. It will destroy the open space and the enjoyment of walking on the public rights of way footpath. It is a waste of money (millions). Pollution in Botley Square will improve with cleaner vehicles	Q01-N
2017/021	To stop morning and evening rush hour traffic through Botley and Broad Oak. Also stop/reduce HGVs	Q01-Y
2017/021	Routing further past Woodhouse Lane as the traffic will still bottle neck at Maypole Roundabout and through Hedge End	Q03
2017/021	Possibly try traffic calming through Botley to Broad Oak	Q05
2017/021	Traffic calming	Q06
2017/022	As we were unable to get to the displays and have now been away we feel Botley Parish Council know better than us whether this development should go ahead but 375 sounds much too many	GEN
2017/022	We feel it should link with a major road to take traffic away	Q03
2017/022	Return weight limit on Kings Copse Avenue	Q05
2017/023	More doctors, dentists, schools, community facilities, entertainment and facilities particularly for youths	Q09
2017/024	There is an enormous amount of traffic at the moment and it is set to get worse with the 3000 houses at Whiteley going to be built and the air quality is poor already	Q01-Y
2017/024	I don't think it should go down Woodhouse Lane at all. If at all possible it should extend further north to get to the next junction on the M27 via Bubb Lane and Tollbar Way or open up Shamblehurst Lane and use that	Q03



2017/024	The cycleways are inadequate at present and need to be bigger	Q06
2017/025	The traffic through Botley is getting ridiculous. Something needs to be done to relieve it and if the shop keepers in Botley are in favour of a bypass then so am I	Q01-Y
2017/025	If possible push it closer to the railway and if possible north of it	Q03
2017/025	No matter what you do, when and if the bypass is built it will have a negative effect on other areas	Q05-O
2017/025	We are overcrowded now	Q09-O
2017/026	Make the bypass come out nearer the M27 not through Hedge End, on the roundabout near Burger King for example	Q03
2017/027	Increased number of school places and GP services to accommodate increased population	Q09
2017/028	Widen Woodhouse Lane and reduce speed limit to 30 mph and put in a cycle lane on both sides of the road and a wide pavement as a school is being proposed on this road	Q05
2017/029	Too much traffic goes through village	Q01-Y
2017/029	Pedestrian crossing at Texaco/Cooperative store	Q06-O
2017/030	The existing road gets extremely busy and blocked at certain times, it is an unpleasant place to walk at any time due to constant traffic at close quarters and we avoid doing so at all times	Q01-Y
2017/030	Some kind of deterrent to stop traffic using existing route, for example speed bumps	Q06-O
2017/031	To reduce pollution levels throughout Botley together with HGV vehicles and congestion in the local shopping areas	Q01-Y
2017/031	This is still a small village square while unlike Wickham Square as such should remain historically as it is	Q06-O
2017/033	But with reservations, as it will throw traffic towards Boorley Green	Q01-O
2017/033	30 mph speed limit through Boorley Green (B3354)	Q05
2017/033	Should build as many houses as there is space for	Q10-O
2017/034	Safer for the village shopper, residents and school children	Q01-Y
2017/034	Kings Copse Avenue is used as a racetrack, 40 mph should be reduced to 30 mph	Q05-O
2017/035	But is the road that it is joining also going to be upgraded. If not then this will become a dangerous road. The Hilliers Nursery/Garden Centre is already a problem for coming out from	Q01-Y
2017/035	Need to restrict the traffic through the Square to deter drivers still using it as a short cut, use speed bumps and road side islands	Q06
2017/036	Pinkmead Farm roundabout, direct route to Church Lane, join just south of Four Acres, Church Lane to Manor Farm, direct line across Country Park to M27 Junction 8, to reduce/remove traffic from all Botley not just the Village centre	Q03
2017/036	Stop current proposed route at Holmesland Lane/Winchester Street junction to incentivise north B3354 use rather than terminate on Woodhouse Lane outside probable new school	Q05-O
2017/036	Cancel proposed/agreed development at Broad Oak	Q09-O
2017/036	Define affordable	Q14-O

2017/037	This Botley Plan does not take into account the massive development in Hedge End	GEN
2017/037	Awful travelling along A334 to work when motorway bad going towards Portsmouth	Q01-Y
2017/037	Route should be south west from start point going south of Botley towards Junction 8 and thus avoiding Hedge End traffic too	Q03
2017/038	Because of the increasing number of heavy goods vehicles passing through the village and surrounding area	Q01-Y
2017/038	More local shopping facilities and schools	Q09
2017/039	To divert lorries away from Botley village, to give Botley village a quieter village feel to encourage more visitors	Q01-Y
2017/039	Weight limit for Broad Oak to Botley Village	Q05-O
2017/040	To protect the village	Q01-Y
2017/040	Retain weight limit along Kings Copse Avenue	Q05-O
2017/041	Cars turning into Winchester Road can cause tailbacks. Hopefully the cars from Boorley Park will avoid Botley altogether	Q01-Y
2017/041	I am concerned at the lack of available doctors in the area. Waiting time for appointments already unacceptable	Q09
2017/042	Limit all development to affordable housing for local residents	GEN
2017/042	I feel it is a good idea to take traffic away from Botley High Street but I feel it will be a bottle neck on the Maypole roundabout. The relief road seems to be the only solution	Q01-Y
2017/043	Don't think the Botley needs any additional housing but we don't have much choice in the matter	GEN
2017/043	To ease the congestion in the village. Stop heavy lorries thundering through	Q01-Y
2017/043	If more parking was provided at Botley Station people wouldn't have to drive to Hedge End Station	Q05
2017/043	Where are the children going to go to school? It is very hard to get a doctor's appointment now, it will be almost impossible if 375 houses are built and possibly a 1000 more people are living in Botley	Q09
2017/044	Health, welfare and safety of people using the village	Q01-Y
2017/044	Provide through subsidy free public transport on the routes Bishops Waltham to Botley to Southampton and Eastleigh to Boorley Green to Hamble	Q05-O
2017/044	More parking behind the Square. Improve the pedestrian route from the Square to the Mill to the Station	Q06
2017/044	Enhance the pedestrian rural route out of the village	Q09
2017/045	Do not build any more houses on green sites	GEN
2017/045	Cars will still go through Botley whatever you do	Q06-O
2017/046	Traffic from Junction 7 and 8 will meet at the Texaco roundabout and take the shorter route through Botley	Q01-O
2017/046	Implement a time limit for HGV travel through Botley and restrict the speed limit to 20 mph	Q03
2017/047	Too much heavy traffic has to pass through Botley causing air pollution , traffic hold ups and loss of movement round the village	Q01-Y

2017/048	It will reduce the pressure through Botley High Street and using Winchester Street as a connection to the main road network. Being built too late and with so many new houses may not work	Q01-Y
2017/048	It is not enough to cater for future development in the area	Q03
2017/048	Traffic calming in High Street and Winchester Street, double yellow lines from Fire Station to A334 along Winchester Street	Q05
2017/048	Traffic calming	Q06
2017/049	The current road system does not cope as it is. The extra housing already passed once fully occupied will mean gridlock. Permission for any of the new housing present or proposed should not have been passed until the bypass was open	Q01-Y
2017/049	Where else could it sensibly be routed although stopping traffic being able to travel down Winchester Road into Winchester Street is not a positive action	Q03
2017/049	Do not allow any more housing. The hamlet of Boorley Green is potentially going to be cut off from albeit the wonderful rural amenities it previously enjoyed before all the new housing either was or might be permitted	Q05-O
2017/049	I believe even with a bypass a route through the Square will need to be maintained	Q06-O
2017/050	20 mph limit past the School	Q06
2017/051	Reduce noise and pollution in Botley	Q01-Y
2017/051	Pedestrianise the whole of Botley Square, close the road as a through road	Q05
2017/051	The development should be much smaller with a screen of trees about 30 feet wide between development and existing house so it would be less intrusive	Q09
2017/053	The bypass will be very costly and possibly will cause more congestion in the village	GEN
2017/053	Because it is needed. Because it was already planned 20 years ago. Time for debate to cease. Now needs to be fit for purpose due to increased traffic	Q01-Y
2017/054	I have lived here for 50 years and have lived with the knowledge that the bypass might happen - so far have survived without it	Q01-O
2017/055	It should reduce the traffic confusion at the Winchester Street/Church Lane junction	Q01-Y
2017/056	An alternative way to reduce traffic through Botley would be to allow west bound traffic at junction 10. A true bypass which avoids Holmesland Lane would be good	Q01-N
2017/056	Follow the railway line and not so close to Holmesland Lane	Q03
2017/058	The bypass will take away the heavy polluting vehicles, which are damaging house and bridge foundations and increase air pollution	Q01-Y
2017/058	I don't want the character of the village altered	Q06-O
2017/058	Tennis courts, seating and trees	Q09
2017/059	Reducing congestion and pollution in Botley village centre,	Q01-Y
2017/059	Pedestrianise Botley High Street, improve parking provision	Q05
2017/059	Pedestrianise the Square	Q06
2017/059	Sports fields and artificial surface pitches	Q09
2017/060	Very high flow of traffic, especially lorries, through Botley	Q01-Y

2017/060	Narrow Botley High Street to stop it becoming a rat run	Q05
2017/060	The bypass and safe crossing of High Street at Recreation Ground	Q09
2017/062	Less pollution, less noise, less traffic through the village. Important when bypass is built that signs must say village only	Q01-Y
2017/062	Correct sign posting - weight limits on all roads leading into and through the village	Q05
2017/062	Notices about weight limits and saying village only	Q06
2017/063	Where does all this stop. When can we say no more. What happens after these plans have been fulfilled? Every new house is at least another 2 cars on the road. The infrastructure is bad already. The quality of our lives is getting worse.	GEN
2017/063	Traffic calming through Botley Square and approaching roads. More parking	Q05
2017/064	Botley should stay as a village with limited roads and not grow into a small town. No back land development, as in most cases there is only limited access	GEN
2017/064	The Bypass junction is too close to Holmesland Lane and Winchester Street. Dangerous and resulting in Holmesland Lane becoming a rat run causing more noise and pollution to local residents	Q01-N
2017/064	Weight restriction at all peak times	Q05
2017/064	Do require a larger doctor's surgery, existing cannot cope with present numbers	Q09
2017/065	Really don't like the idea of Botley being altered at all	GEN
2017/065	We need more shops	Q05-O
2017/066	Reduced speed limits on all surrounding lanes in Curdridge, Curbridge and Botley	Q05
2017/066	Community facilities are required with Boorley Park, Crows Nest Lane, Woodhouse Lane and Boorley Fields developments. Recreation, meeting and hall space for residents of these other proposed properties is essential	Q09
2017/067	Please also consider the impact on Holmesland Lane and Drive, which will almost certainly be used as a cut through	GEN
2017/067	Providing relief for the High Street and making the village centre quieter, safer and generally more pleasant. Increasing safety round the school	Q01-Y
2017/067	Significant traffic calming through the village including sleeping policemen and more pedestrian crossings. Pedestrianisation of part or whole of shopping area. We need to ensure that people do not use the High Street to cut through anyway	Q05
2017/067	Is there any opportunity for a riverside walk or seating area, bike and bmx track, tennis court, outside exercise equipment, adventure playground, dog gym? Much of this could be provided in the Recreation Ground or in space in the new developments	Q09
2017/068	Only measures required will be to calm traffic and control potential rat runs	Q05
2017/068	Improved surface and foul water drainage	Q09
2017/069	Reduce/remove traffic through the Square allowing more locals access to the shops	Q01-Y

2017/070	We need to protect the many listed buildings in Botley from vibration and other damage from large vehicles. From a personal view it would help us to pull out into the Square, as this is very difficult at peak times of the day	Q01-Y
2017/072	Loss of country side. Loss of trade in Botley. Transferring traffic congestion to an area of massive housing increase and further congestion. Prolonged disruption, noise increase, pollution transfer to other residential areas. Difficulties for pedestrian access from Boorley Green to Botley, particularly the primary school	Q01-N
2017/072	I am worried that Holmesland Lane may be used as a rat run - this is a dangerous road with no pavement, a narrow blind summit with frequent near misses. Suggest need traffic calming or close access to bypass at north end of Lane	Q03
2017/072	Block off north end of Holmesland Lane. Traffic humps in Holmesland Lane. Traffic calming in Botley High Street. Pedestrian crossing opposite tennis courts in Botley Recreation Ground. Adequate pedestrian access across bypass. Protected cycle lanes.	Q05
2017/072	Pedestrian crossing opposite tennis courts at Recreation Ground. Traffic calming measures	Q06
2017/072	New Health Centre. More GP surgeries. Botley and St Luke's Surgeries are already over-subscribed. It is essential that plans include additional surgeries otherwise the lists will close, and new residents will be unable to register with a GP	Q09
2017/073	Long overdue, air quality and safety for residents and visitors	Q01-Y
2017/073	Maypole Roundabout a concern because of potential pinch point, of greater concern is Kings Copse Avenue becoming more of a race track, speed must be reduced	Q05
2017/074	The houses on the golf course are ridiculously expensive and selling very slowly	GEN
2017/074	A mixture of housing sizes seems sensible but don't just start building the big ones because the smaller ones won't get built	GEN
2017/074	Bypass would significantly impact the Botley village livelihood and character	Q01-Y
2017/074	The proposed route is totally inadequate and will produce significant health/safety problems for the residents of Woodhouse Lane	Q03
2017/075	Smaller and affordable housing required for first time buyers. My son is a first-time buyer with a budget of £325k and there was nothing in that price range at Boorley Green	GEN
2017/075	Not necessary, just need to exclude HGVs from passing through, will impact on passing trade. There will be no increase in traffic if housing development does not go ahead	Q01-N
2017/075	It is only needed because of additional 2400 houses. All Boorley Park traffic should be directed north to Denham's Corner and not down Woodhouse Lane	Q03
2017/076	This is well overdue. The present volume of traffic through Botley is unsustainable, let alone any increase because of new development. It will protect other roads from being used as rat runs	Q01-Y
2017/077	Relieve extreme pollution in village centre and reduce congestion	Q01-Y
2017/077	Traffic calming measures	Q06

2017/077	Doctor's Surgeries with doctors	Q09
2017/078	The main road through the village is extremely busy causing traffic hold up, noise and air pollution. A much-needed bypass would overcome the problem, providing it makes sure that through traffic is prohibited. Access restrictions to the present A334 are essential	Q01-Y
2017/079	We have waited a long time for this and is much needed with all the new housing already built. There are too many lorries passing through the village	Q01-Y
2017/081	Ease traffic in Winchester Street	Q01-Y
2017/082	The suggested bypass is not a bypass of the village and would only lead to more disruption.	Q01-O
2017/082	Winchester Street is an ancient thoroughfare (pre-doomsday) and should not be interrupted as suggested. The mediaeval field system in Woodhouse Lane is threatened	Q01-O
2017/082	The bypass should be completely re-sited further from the village	Q03
2017/082	The three suggested changes would lessen the traffic through the High Street without the bypass	Q05-O
2017/083	No more houses should be put on any site than will fit without undue crowding	GEN
2017/083	Should ease traffic flow on Winchester Street	Q01-Y
2017/083	Bar all vehicles over 1 ton from Botley High Street (except for deliveries and access to Church Lane and Broad Oak)	Q05-O
2017/083	No room for more parking in Winchester Street. Direct all traffic firmly to off street spaces. No room for cycle way. Speed limit should allow cyclists and traffic to move in line, so reduce limit to 15 mph. Make pavement as wide as possible	Q06
2017/083	Car parking in Winchester Street must go with reserved spaces only for householders	Q09
2017/084	A bypass will encourage more traffic, take trade away from the shops in the centre of the village and only transfer the traffic problem from one side of the village to the other	Q01-N
2017/084	The proposed bypass is too near Holmesland Lane house. Close Winchester Street and Botley Square to through traffic. Don't change the village and we won't need a bypass	Q03
2017/084	Reduce speed limit on proposed bypass to 30 mph	Q05-O
2017/084	No more football pitches - open space for all. Keep the trees and rural aspect as much as possible	Q09
2017/086	Encourage through traffic to use the bypass and keep Botley Village centre accessible for shopping	Q05-O
2017/086	It is essential that the land to the west, south west and south of Botley is not further developed in any way if other development is to be allowed	Q09
2017/087	Too much traffic in Botley	Q01-Y
2017/088	Will increase traffic using Maypole roundabout	Q03
2017/088	GP Surgery	Q09
2017/089	Park View's water pressure is currently very low - will further development make this worse?	GEN
2017/089	Sadly, necessary due to local over-development	Q01-O

2017/089	At peak times it is very hard to get on to the Maypole roundabout from Woodhouse Lane - this problem could be potentially much worse. Also, many children walk from Botley to Wildern School - at the Maypole roundabout their safety is already compromised - what about a pedestrian bridge	Q05-O
2017/090	Should remove heavy vehicles and speeding vehicles going through Winchester Street. My windows rattle all the time. Cars parked on both sides of the road making it dangerous and difficult for the buses	Q01-Y
2017/091	Put a railway station at Boorley Green and relieve the road traffic	Q05-O
2017/091	Shops for groceries and newspapers - encourage walking	Q09
2017/092	Would the new residents suffer health issues similar to those of residents of Botley Square if they were living next to the bypass	GEN
2017/092	If the relief road is designed to divert traffic to Junction 8 on the M27 then it should be built south of Botley, the proposed route simply moves traffic to another pinch point and does not resolve the issue	Q03
2017/092	Surely the number of houses on a windfall site depends on its size	Q10-O
2017/093	It should carry on further to the north	Q03
2017/093	Extend the bypass to Maunsell Way	Q05-O
2017/093	We need a community bus and it needs a garage	Q09
2017/093	All the benefits needed in Botley could be funded from the HCC's huge financial reserve.	Q09-O
2017/094	Takes potential customers away from the village. Destroys the countryside - what's left of it. Will encourage speeding and noise in or near residential areas. Will encourage future development that we cannot stop	Q01-N
2017/094	Build a parkway railway station at Boorley Green - might reduce car usage	Q05-O
2017/094	More local shops for basic food and papers	Q09
2017/095	Kings Copse Road is busy enough, there needs to be speed restrictions and double yellow lines along Kings Copse Road and parking only for residents	Q01-N
2017/095	Move the HGV MoT Testing Station to another area	Q05-O
2017/095	More GP Surgeries and Schools (Primary and Secondary)	Q09
2017/095	Plenty of affordable housing for locals, like in other areas around the country. There should be opportunity for children to have access to buy affordable housing when they are older, as they have lived in the community for 5 years or more	Q09-O
2017/096	Extreme air and noise pollution, non-stop fast traffic	Q01-Y
2017/096	Add cycle lanes, makes proper sidewalks to the Botley Station, reduce the speed limit through Botley Centre, create a local resident's recreation area with restaurants and coffee shops	Q05
2017/096	Doctors, cycling lanes, lit sidewalks, planning for a village centre	Q09
2017/097	Attracts more traffic to the area	Q01-N
2017/098	Don't support the bypass on its present route	Q01-N
2017/098	Use a southern route giving much better access to the M27. Current route is hazardous for access to the new secondary school on Woodhouse Lane. The present route will split the village. Will cause increased traffic along Winchester Road	Q03
2017/098	More open spaces and a Community Centre	Q09

2017/099	Don't support the bypass because of its present planned route. Change the route to the south	Q01-N
2017/099	A southern route for the bypass would give better access to the motorway	Q03
2017/100	Because the traffic congestion and air quality issues in central Botley must be addressed in some way although the bypass as planned is not an ideal solution	Q01-Y
2017/100	This is not a Botley Bypass in the true sense because it does not relieve Boorley Green but may make conditions worse in that area. The new road should run on north from Woodhouse Lane, either between Grange Park and Berrywood School to Maunsell Way or over the railway and across the fields to join Bubb Lane and Tollbar Way	Q03
2017/100	I have been told that the A334 through Botley is used as an emergency vehicle test run. This should be stopped once the bypass is built	Q05-O
2017/100	Financial support for changes and improvements to Botley Square and the High Street	Q09
2017/101	To reduce congestion in the village and improve air quality	Q01-Y
2017/101	The junction with Winchester Street for north bound traffic needs to be easy. Also, you need to filter traffic coming south on Winchester Street going to Wickham or the High Street	Q03
2017/101	Restriction on using Woodhouse Lane and Holmesland Lane. Use Winchester Road to Bubb Lane	Q05-O
2017/102	We need to build as many houses as possible	GEN
2017/102	Turning out of Winchester Street into the Square has been bad for 25 years	Q01-Y
2017/102	More retail, restaurants and pubs to increase the community	Q09
2017/103	I only support the additional houses in Botley if the Bypass is built	Q01-O
2017/104	Not unless there is a strategic transport plan for the area, since this will just move congestion and air quality problems to other areas and acts as a magnet for more traffic. Absolutely do not support if housing in Winchester Street and Woodhouse Lane is linked	Q01-N
2017/104	Other mitigation methods such as no HGVs in Winchester Street and High Street or low emissions zone for the area. Widen M27. Make junction 10 both directions	Q03
2017/105	Have the repercussions of all the building been thought through	GEN
2017/105	The transport infrastructure has not been thought through. Roads are too congested already - too late	Q01-O
2017/107	Needs to be south of Botley, join up with new road system at end of Dodwell Lane, provide easier access to the M27, reduce excess traffic at the Maypole roundabout already a bottle neck and ease congestion through Charles Watts Way	Q03
2017/108	The route should run south of Botley where it would have much less impact on residential areas and could link more easily to junction 8 of the M27	Q03
2017/109	There has definitely been too much development already	GEN
2017/109	It will quickly become a magnet for traffic in the area and become yet another bottle neck. We need a comprehensive strategic traffic plan to cater for the entire area, particularly given the massive development in the area. This would just be a relief road for the village centre	Q01-N



2017/109	Hampshire County Council should undertake urgently a full strategic infrastructure plan covering the area, including Whitely, Bishopstoke and Boorley Green development areas and come up with a comprehensive solution	Q03
2017/109	Reduce speed limit through Boorley Green. Close Maddoxford Road west of entrance to Boorley Park	Q05
2017/112	A new motorway between Fareham and Winchester would help solve Eastleigh M27/M3 congestion getting worse	Q05-O
2017/113	Solely for the purpose of bypassing the centre of Botley	Q01-Y
2017/113	The entry point is far too close to the junction with Winchester Road and to avoid increased traffic in Winchester Road entry should be located below Hillier's Garden Centre and extend behind the garden centre. Will direct most traffic from Maypole roundabout	Q03
2017/113	Reduce Winchester Road speed limit through Boorley Green to 30 mph. Traffic has increased substantially recently, as has the speed that most traffic moves along it. Counted 320 vehicle movements past our house in a 20 minute period at non-peak times of the day	Q05
2017/114	Reduce or remove traffic congestion through Botley. Improve Botley environment. Take rat run traffic trying to bypass Botley, for example through Maddoxford Lane. Proposed route should improve pedestrian and cycle use of Woodhouse Lane - presently pavement is a disaster	Q01-Y
2017/114	Route of the bypass is not ideal for traffic heading towards Winchester. New exit off new roundabout on Woodhouse Lane should bypass existing narrow bridge and rejoin Winchester Road further up or better join onto Bubb Lane	Q03
2017/114	With a reduced weight limit through Boorley Green on the Winchester Road be careful to provide adequate alternative route for HGVs or they will use rat runs as at present	Q05-O
2017/114	Additional Doctor's surgery	Q09
2017/115	Botley is hugely congested, the extreme traffic is causing huge problems. It is unsafe for residents to cross the road. We have lived here for ten years and Botley has changed beyond recognition largely because of the horrendous traffic	Q01-Y
2017/115	Is there a doctors surgery planned in the area to cope with the 2500 extra homes? If not this is ridiculous	Q06
2017/115	The development should not go ahead, zero consideration has been given to people living in the local area. 2500 homes roughly equate to 5000 extra cars, how on earth do you expect the area not to be gridlocked	Q09-O
2017/116	The roads aren't wide enough on Winchester Street heading to the Square because of the on-street parking. The additional houses will cause havoc with the traffic	Q06
2017/117	The traffic is fine as it is, nothing needs to change	GEN
2017/117	Build bungalows but make them high market value ones. Don't ruin the image of Botley	GEN
2017/117	Don't build the bypass because this will mean the housing developments go ahead and with no building the bypass won't be needed. It will create more traffic in the morning with the additional 1300 houses	Q01-N

2017/117	One of the reasons I moved to Botley was for open space but now it's just going to be all housing estates	Q09
2017/119	Traffic congestion and air pollution within the centre of Botley Village itself are unacceptable. Hopefully less traffic will make the village centre more accessible to local people and visitors	Q01-Y
2017/119	The route is important but more important is the fact that the traffic, probably increased in numbers, will be transferred to the west of Botley and then left to fight its way to the M27. Problem being shifted from Botley Village centre out to the outer edges of the Parish	Q03
2017/119	Weight limit on Kings Copse Avenue maintained and clearly signed. Efforts must be made to ensure traffic from Whiteley and the east does not automatically see the Botley Bypass as a short cut to the M27 but goes to junction 9	Q05
2017/119	More parking is needed in the village centre or within easy walking distance, so as to take advantage of retail and leisure opportunities	Q06-O
2017/121	Botley is a small historical village, it has already changed too much, maintain its rural character	Q01-O
2017/121	Kings Copse road speed limit reduced to 30 mph and a restriction on large lorries	Q03
2017/121	Botley is a small historical village, it has already changed too much, maintain its rural character	Q09
2017/122	Not if Kings Copse Avenue is used as a main through route. I oppose the road being used by large lorries, as this wasn't the intention when the housing estates were built, it was a distributor road for the houses	Q01-N
2017/123	But no if Kings Copse Avenue is intended as part of the bypass and the weight limit is removed to allow vehicles over 7.5 tons plus other commercial vehicles	Q01-O
2017/123	Bypass needs to continue through to Tollbar Way, to offload 7.5 ton and above and other commercial vehicles onto the M27 at Junction 7	Q03
2017/123	Weight limit through Kings Copse Avenue to remain at 7.5 tons, quieter road surface to reduce noise levels to neighbouring houses	Q05
2017/124	To remove all the heavy through traffic from Botley village centre, reduce the pollution	Q01-Y
2017/125	Environmentally damaging. The more roads are built the more cars will increase	Q01-N
2017/125	Just don't build it	Q03
2017/127	Traffic congestion. Cannot get out of Brook Lane into Broad Oak	Q01-Y
2017/128	Away from bridleway (ancient bylaws)	Q03
2017/129	Relieve traffic through Botley High Street, HGVs in particular	Q01-Y
2017/129	Needs to reach further to Hedge End. Can't see many people using it in favour of High Street	Q03
2017/132	Far too many cars are being parked in Winchester Street. When pulling out of Alexandra Way you cannot see right or left	Q01-O
2017/133	To give relief to the notorious Botley traffic jam	Q01-Y
2017/133	Winchester Street is very dangerous at present because of parked cars. If the access to the Winchester Street development is in Winchester Street something must be done about parking	Q03

2017/134	Noise and pollution through village at present due to the level of traffic	Q01-Y
2017/135	Try living on the High Street. Traffic speed of all types of vehicles is unbelievable. Impossible to have house windows open due to the noise and pollution	Q01-Y
2017/135	Benefits that come as part of the Winchester Street development must be associated with a bypass to accommodate the increased traffic and reduce pollution	Q09-O
2017/136	According to the latest Botley News almost 8000 houses were listed as possible developments - NO, NO, NO to this	GEN
2017/136	The High Street and surrounding roads are over-loaded	Q01-Y
2017/136	Time limit for entry of heavy vehicles unloading in the High Street	Q05
2017/137	Don't build all the houses then you won't need a bypass	GEN
2017/137	Because the Maypole roundabout is already too busy	Q01-O
2017/138	It will take the heavy traffic away from the village	Q01-Y
2017/140	At present Botley Square and Winchester Street have become a rat run for an excessive amount of traffic including HGVs, which impedes Emergency Service vehicles	GEN
2017/140	I support the bypass. It is overdue and been essential for many years but I see this plan as a bypass for Botley Square and it will create gridlock in the surrounding area	Q01-Y
2017/140	The proposed Secondary School on the bypass route will lead to an excessive number of vehicles at peak periods of day creating congestion	Q03
2017/140	Restrict heavy good vehicles through Botley High Street and Winchester Street	Q05
2017/140	Properties for older residents to downsize to free up larger properties within the area	Q09
2017/140	Properties for local young people within the area	Q09-O
2017/141	To ease traffic and pollution in the village centre	Q01-Y
2017/141	Create a one-way system through the High Street and Winchester Street	Q05
2017/141	Warden assisted flats for elderly residents	Q09
2017/142	In my opinion it will cause too much havoc on the roads. Double yellow lines need also to be put in place to stop people parking on dangerous parts of the road	Q01-O
2017/142	Schools, GP surgeries, local shops. The area has too many houses and not enough road space and schools, surgeries and shops which provide jobs	Q09
2017/143	But not if it is dependent upon additional development at Uplands Farm and Woodhouse Lane	Q01-O
2017/143	Reduction in traffic because of bypass will make other changes unnecessary	Q06-O
2017/144	We need infrastructure and funding for Youth Clubs, Scouts, Guides, Performing Arts, Music groups, Neighbourcare and Hall facilities	GEN
2017/144	I accept something needs to happen and if we have to have it a route close to the railway is preferred. A direct rail link from Gosport and Fareham to Southampton would provide an alternative to the car	Q01-N

2017/144	Half hourly regular cheap (50 p) linking Botley and Hedge End Stations and the transport bus hub at the M&S Superstore. Pinch points to allow bus, cycle and pedestrian access through Holmesland Way to stop it being a rat run alternative to Woodhouse Lane	Q05
2017/144	Stop all large vehicles at peak and school time. Stop people turning right into Winchester Street from Mill Hill to ease pollution, with exception for the bus	Q06
2017/144	Footpath to Botley Station. Link all existing footpaths. All routes to have hedgerows with native planting and wildflower borders	Q09
2017/144	Need more social housing and housing for rent. Bedrooms should fit a bed and wardrobe and chest of drawers or be called a corridor room. People needing to downsize often need a bungalow. Any 3 storey flats need a lift for wheelchairs, shopping and furniture	Q13-O
2017/144	We need Housing Association homes for single men and older men.	Q14-O
2017/145	Bypasses attract more traffic. It would not bypass the whole of Botley and only the centre would benefit. It would divide the Parish of Botley. Long term planning of transport is necessary - divert cars to rail for example	Q01-N
2017/145	Improved rail link from Fareham to Southampton to avoid having to change at Eastleigh. Move HGV testing station	Q03
2017/145	Deter traffic continuing to go through the village centre. Prevent through traffic going up and down Holmesland Lane	Q05
2017/145	Improved footpaths along existing roads. Better funding of health and youth services	Q09
2017/146	Reduce traffic through Botley village	Q05
2017/146	If more houses are to be built another doctors surgery or Botley surgery to be used full time	Q09
2017/147	Reduces and eases modern day traffic (up to 40 tonnes) in a village dating back to the 10th century, which does not have the infrastructure to deal with the traffic	Q01-Y
2017/147	Road widening needed on Winchester Street completely double yellow lines	Q09
2017/148	Relieve traffic congestion and deal with future traffic from all this building development	Q01-Y
2017/148	Speed restrictions on all roads in Botley	Q06
2017/148	Cycle track around perimeter of Botley	Q09
2017/149	It has already been 20 years on the table. Reduce pollution and allow Botley to breathe again	Q01-Y
2017/149	Stop the HGV training school lopping chunks off the historical square	Q05-O
2017/150	Stop heavy lorries passing through Botley, which has narrow streets and pavements. Speed limits should be lowered for School children and children living around High Street	Q01-Y
2017/151	Relief for Botley High Street. No more HGVs and large vehicles passing through the picturesque village	Q01-Y
2017/151	Wider pavements are a must have. I lived in Botley for a few years and had a growing child in a pushchair. Some paths are too narrow for a pushchair and with heavy lorries passing are very dangerous	Q06-O
2017/151	Parks for separate age groups, skate park, pond and wildlife area	Q09

2017/152	Safety for pedestrians. Less traffic in Winchester Street and through the Square. Return the Square to a pleasant area not a car park. Restrict heavy traffic through the Square	Q01-Y
2017/152	As much recreation space as is possible	Q09
2017/153	Every time I visited the village there is a constant flow of traffic from 7 am to 8 pm and when there is a hold up on the M27 the traffic stops altogether. If Botley had a Major Incident, for example the road flooded at the Mill or a terror attack in the centre there would be no way round Botley for the traffic	Q01-Y
2017/153	One way traffic up Winchester Street and down Holmesland Lane. Use the Fire Station for houses and move the Station to a more accessible road for emergencies	Q05
2017/153	If the main road through Botley from Hedge End was implemented the pathway on the right could be enlarged giving extra safety to both pathways	Q09
2017/154	I hope the bypass will not be dependent on the new developments, the area is being spoilt by too many very large houses, quality of life is being severely affected	GEN
2017/154	Botley Village was never meant to have such an enormous amount of vehicles passing through it all day long. It is unsafe for pedestrians of all ages but particularly for school children. Heavy good vehicles are a complete nightmare - not to mention the noise and air pollution	Q01-Y
2017/154	One way traffic in Winchester Street. Access to new development off the ring road not Winchester Street. It is very dangerous with cars parked on both sides of the street, as the road is very narrow	Q05
2017/154	The situation with the GP Surgery in both Botley and Hedge End at the moment is dire, any future development would require more GPs and a School at the very least	Q09
2017/156	The bypass will kill passing trade and so the shops will close	Q01-N
2017/156	Woodhouse Lane is not a bypass standard road	Q03
2017/158	Volume of traffic through Square	Q01-Y
2017/160	To reduce traffic flow along Botley High Street. It can be difficult to exit driveways and air is polluted. HGVs particularly race through the village and make our house shake	Q01-Y
2017/160	Chicanes along High Street and Broad Oak. Deterrents at the roundabouts at either end of Broad Oak and High Street to make it difficult to take the old route.	Q05
2017/160	Narrow road at intervals with chicanes. Deterrents at the roundabouts to make it difficult for traffic to enter the old route but no sleeping policemen please, as when they were here years ago they were very noisy when the HGVs went over them	Q06
2017/161	Hopefully it will improve air quality in the village centre. It will make the high Street safer to walk along and also to turn on to from house driveways. Hopefully HGVs will use the bypass, at present they shake our house as they speed through the village	Q01-Y
2017/161	Chicanes along the High Street and Broad Oak and a deterrent at either end to encourage traffic to take the bypass	Q05
2017/163	I believe that the Winchester Street development is in a flood area	GEN

2017/163	The route of the bypass goes too close to homes in Holmesland Lane, creating noise and pollution. Also, if there is an accident or breakdown on the bypass the traffic will automatically divert along Holmesland Lane. We have no pavements at the bottom end of the Lane and we already have problems with the traffic speeding. It's a 30 mph area and we need a flashing speed sign installed at the very least. Also, we are experiencing some HGVs, which will only get worse. The Lane is not designed for this type of traffic. Will there be compensation for residents in Holmesland Lane, as this is bound to devalue property prices	Q03
2017/163	Speed checks in Holmesland Lane	Q05
2017/164	To restrict heavy vehicle use. To reduce pollution. To enable safe pedestrian use of the village. To reclaim our village life.	Q01-Y
2017/164	This is an ill-thought-out proposal simply moving a traffic problem to a different area where the Boorley Park development is set to provide a huge traffic chaos of its own. Will increase traffic since people will inevitably find cut through ways	Q03
2017/164	Plans are already in place for recreational and allotment space in the Boorley Park development. Encouragement for cremation rather than burial would reduce land need	Q09-O
2017/164	Wouldn't it be good if development reflected the existing building types	Q13-O
2017/166	Can the M27 and surrounding roads cope with the additional 1500 cars and can the local infrastructure cope with the additional houses	GEN
2017/166	Move away	Q05-O
2017/166	More GPs, Dentists, sports and recreation facilities	Q09
2017/167	The number of houses built in Botley depends on how sensitively the planning is done - lots of open spaces between developments not just rows of houses	GEN
2017/167	Not sure whether Botley needs any more houses, we need to know who needs houses and of what size. I think it is smaller well designed but not too expensive houses	GEN
2017/167	If all the changes mentioned in the question occur there should be a good impact for all residents. Also, street calming through Botley village	Q05
2017/167	Calming system. 7.5 tonne weight limit. 20 mph speed limit. Need to contact an expert with regard to best parking solution in the square	Q06
2017/167	Parking needed in village centre but there has already been so much in fill building that I can't see anywhere near enough that is suitable - poor planning in previous years	Q09
2017/167	The number of houses on a site should be dependent on the size of the site	Q10-O
2017/167	We need flats but not more than 3-storey, not overshadowing existing properties	Q13-O
2017/167	We need as much affordable housing as possible. I understood that builders will only invest if they can make money. However, the situation in this country for the more poorly paid is dire - they need good houses at affordable prices. The homes being built at Boorley Green no way take any consideration of this	Q14-O
2017/168	If a bypass is conditional on Winchester Street development I would prefer no bypass at all	Q01-O

2017/168	Traffic calming measures	Q06
2017/169	Too much traffic in Botley Centre. If Winchester Street development is needed to pay for the bypass I would rather not have the bypass	Q01-O
2017/169	Traffic calming. Pedestrian crossing needed by both the Boorley Centre and the Botley Centre	Q06
2017/170	Pedestrian safety and air quality improved, particularly round Botley School. Traffic reduction in Botley village	Q01-Y
2017/170	Reduction of proposed house building, which will raise the number of cars using the area	Q05-O
2017/170	No more development without adequate services, so more doctors and other health facilities and consideration of all aspects of child safety	Q09
2017/172	Concerned about the potential of increased volume of traffic on Kings Copse Avenue, the possibility of accidents with people, dogs and horses using Tanhouse Lane to the Country Park	Q05-O
2017/172	Stupid question as not able to answer as the size of site not provided	Q10-O
2017/173	It will ease Botley village traffic	Q01-Y
2017/173	Doctors surgery, NHS dentist, primary (not C of E) and secondary school	Q09
2017/174	The amount of through traffic on the High Street is unacceptable and few people observe the 30 mph speed limit. It causes noise and pollution and danger to a beautiful village. Village shops and pubs should benefit by people coming into a quiet village. Through traffic is often HGVs now, which wouldn't stop anyway	Q01-Y
2017/174	A weight limit will reduce the size of vehicles. The aggregate industry brings in some of the biggest and heaviest vehicles at present. Speed limit of 20 mph in the village	Q05
2017/174	In some areas the pavements are almost too narrow to walk on. On the bend going towards the School it is alarmingly dangerous for all the children, one trip and a child could be killed	Q06
2017/174	Cycle paths	Q09
2017/175	Traffic calming on the A334, for example speed ramps, pinch points, reduced speed limit plus enforcement of speed limits by police	Q05
2017/176	Slightly concerned that it may affect the shops in the village, though as an ex-trader in the Square, I know most of my customers were people passing through and not locals although we agree Botley needs a bypass, as traffic is getting worse especially in Winchester Street. We feel sad that it will effect the countryside but no choice	Q01-Y
2017/176	Stop building so many houses in a beautiful country village. As most of these new homes will probably own 2 cars so the traffic problem will only get worse with or without the bypass	Q05-O
2017/177	Ensure that Holmesland Lane and Holmesland Drive do not become rat runs	Q05
2017/177	This is site dependant	Q10-O
2017/178	Reduce heavy traffic. Reduce pollution from traffic	Q01-Y
2017/178	The bypass will only provide initial traffic relief due to the 2400 house already planned and more in consultation, giving an estimated minimum 6000 additional cars in the 2-3 mile radius of the village centre. The bypass will have a negligible impact	Q05-O

2017/178	Speed restrictions not speed bumps. One traffic officer once a month with a speed camera will reduce speed through the village and create revenue. This needs to be done throughout the night to	Q06
2017/179	Concerned that Homlesland Lane and Holmesland Drive will become rat runs. There is a high percentage of young families in Homlesland Drive	Q05
2017/179	Improve the Square - I think the Square should become a vibrant place to meet in order to complement all the extra housing	Q09
2017/179	This is size dependant	Q10-O
2017/180	Difficult to theorise on other benefits	Q05-O
2017/181	Heavy traffic damages the village.	Q01-Y
2017/181	With more housing the village would need more local shops	Q09
2017/182	New developments provide no benefits. We will soon be surrounded by massive estates of new homes	GEN
2017/182	The bypass will increase the traffic and its just being moved to other areas. Speed restrictions through Boorley Green because of increased traffic should be considered	Q05
2017/182	Pedestrianise the village to stop traffic going through there at all	Q06
2017/183	It is needed	Q01-O
2017/184	My back garden backs onto to High Street. The traffic has hugely increased over the last few years, especially heavy goods vehicles. The noise is horrendous, so much so that one cannot enjoy the garden in the summer	Q01-Y
2017/186	Provided that it is not financially dependent on the proposed development of Uplands Farm	Q01-O
2017/186	The proposed route is not a bypass - it is a relief road. A positive effect would be achieved by a more suitable route bypassing the village	Q03
2017/187	Provided that a bypass is not dependant on any new houses being built in and around Botley	Q01-O
2017/187	It is not a bypass - it is a relief road for the new proposed houses	Q03
2017/188	The Parish doesn't need any more development because of the development already underway at Boorley Park	GEN
2017/188	Reduce volume of traffic on the High Street so improving air quality and reducing vibration through High Street houses	Q01-Y
2017/188	Vehicle weight limit on High Street is essential to ensure heavy vehicles use the bypass. I don't think speed restrictions are a good idea	Q06
2017/188	Depends on the size of the space. It should be in keeping with surrounding houses	Q10-O
2017/189	Stop pollution and congestion in Botley	Q01-Y
2017/190	Traffic through the Square is now excessive, and the huge lorries are dangerous. People Not stopping in Botley will welcome an obstruction free journey past the village. Air pollution should be greatly reduced	Q01-Y
2017/191	Reduce amount of traffic through village, hopefully it will divert the larger goods vehicles away from the centre	Q01-Y
2017/191	Traffic calming measures through Botley, starting near Holmesland Lane, such as additional pedestrian crossings to allow access to the Recreation Ground near the Botley Centre and road narrowing to slow the frequent number of vehicles that travel at excess speed	Q05



2017/191	It would be better to keep the green spaces and breaks between villages. The over-development of this area is removing vast areas of green space and removing habitats for wildlife and turning the areas into a concrete mess	Q09
2017/192	It seems too short and will make more congestion in the same areas in and out of Botley	Q01-N
2017/192	Our roads are already congested an extra traffic because of the new houses will definitely cause more hold-ups	Q05-O
2017/192	Accommodation for the elderly downsizing. Doctors surgery and NHS dentists	Q09
2017/192	It depends on the site size	Q10-O
2017/193	Better road calming	Q09
2017/194	Reduce speed limit in Winchester Street and the High Street to maybe 20 mph, as many cars are speeding up the road	Q05
2017/195	Reduce traffic through Botley village and Winchester Street	Q01-Y
2017/195	Improved cycleways around the whole of Botley and particularly to the railway station. Improve parking at Botley railway station	Q05
2017/195	More doctors. More shops. More road upgrades	Q06
2017/196	Improve cycleway to Botley Station. Improve parking at Botley Station and make it affordable	Q01-O
2017/196	Doctors surgery, Community Hall, local shops	Q09
2017/197	Relieve congestion in Botley High Street, which will be worse from the extra cars from Boorley Green and Whiteley	Q01-Y
2017/197	Pedestrian crossing to the Botley Centre	Q05
2017/197	Buses to remain on road in High Street to act as mobile traffic obstructions, heavy lorries for deliveries only	Q06
2017/198	Reduce pollution and traffic	Q01-Y
2017/198	Better provision of medical services and NHS dentists	Q09
2017/199	Will decrease traffic through Botley High Street but will increase pollution in other parts of the village	Q01-Y
2017/199	Original EBC plan was more logical with second bridge over the railway cutting out the extra roundabout	Q03
2017/199	The village centre should be a pedestrian only area except for buses and access	Q06
2017/200	Obviously Botley village is far too small to take the volume of traffic, especially the heavy vehicles	Q01-Y
2017/200	Weight restrictions through Botley village and boundary roads, as new bypass will surely connect with major roads, therefore, difficult to have weight restriction on major roads	Q05
2017/200	Why not the Square pedestrian only	Q06
2017/200	Urgent requirement for GPs. Please no more furniture shops or fast food outlets. More facilities for your people, for example bowling and dancing	Q09
2017/201	Pollution in Botley Square and up Mill Hill is like being in China. Road is way over used and stops Botley developing a nice centre	Q01-Y
2017/201	Traffic calming on Winchester Street and Mill Hill. Pedestrianise Botley Square. Ensure that people use the bypass	Q05
2017/201	Traffic calming measures	Q06

2017/201	Schools, doctors, sports facilities, shops	Q09
2017/202	Reduce traffic flow in Winchester Street and High Street	Q01-Y
2017/204	To reduce the heavy traffic through the village	Q01-Y
2017/204	Parking in Alexandra Way restricted to occupants only and permits if needed, as we already have cars parked all day. Additional parking is needed in the Square	Q09
2017/206	Better access for disabled people in electric wheelchairs and buggies	Q06
2017/207	Better access to the village for wheelchairs and mobility buggies	Q09
2017/208	Weight restrictions and 20 mph speed limit along the length of Holmesland Lane	Q05
2017/209	We need to provide as many houses as are required	GEN
2017/209	With the increase in houses and population we need the bypass otherwise it will be too busy in the centre	Q01-Y
2017/209	We need to provide more really affordable houses	Q14-O
2017/212	Housing development will mask any beneficial effect from the bypass, as all traffic will be worse	GEN
2017/212	Too much traffic through the village centre disadvantaging the shops and polluting the atmosphere	Q01-Y
2017/212	Probably the best compromise available. Not sure of details especially where the roundabout on Woodhouse Lane is located	Q03
2017/212	Traffic calming on High Street. Traffic calming or a one-way system on Holmesland Lane. Weight limit through Botley Square	Q05
2017/212	Green natural areas leaving what can be left of existing trees and hedges	Q09
2017/213	Apology for the tone of these answers but we really are disappointed that such large developments are even being considered. 1400 houses in Boorley Park is sufficient until the next community plan in 10 years time	GEN
2017/213	To alleviate the ever increasing traffic passing through Botley village and up Winchester Street, heavy goods vehicles in particular	Q01-Y
2017/213	I don't see the point of providing a bypass if the traffic issue will be further exacerbated by further development. This is counterintuitive. Let's be honest, Botley has doubled in size already with local developments, therefore, Botley Town soon	Q05-O
2017/214	Botley residents need affordable homes to keep Botley as Botley. New houses are too expensive so EBC should provide more affordable homes as a priority. We need homes that are affordable for young families and homes for our elderly village residents to move to, that is one bed affordable bungalows	GEN
2017/214	Too many cars from Wickham, Bishops Waltham and Park Gate travel through Botley to get to Southampton and Eastleigh. The bypass is needed to redirect them to junction 7 of the M27 or to West End and Eastleigh and this will allow local traffic to flow better	Q01-Y
2017/214	To make it a bypass. The proposed route cuts through Botley and doesn't go round it. It should bypass Botley and Boorley Green. The route will cut us off, spoil our walks and push all traffic to the Maypole roundabout, which will just queue back into Botley Square. Spend more money and extend it to come out nearer to Grange Park/Junction 7 and go around Botley and Boorley Green	Q03

2017/214	You need a weight restriction through Botley Square and Broad Oak to the Maypole roundabout otherwise all HGVs would have to go through the Square or the bypass to the Maypole roundabout. We want to continue to shop and visit Botley Square and not be forced into Hedge End	Q05
2017/214	We still need through traffic to help local traffic flow freely. Resident of Boorley Green and Botley still need local access and not be forced onto a busy bypass	Q06-O
2017/214	I don't want the new development - it will take away one of the few remaining areas we can consider as countryside and make our walks unbearable	Q09
2017/215	Something needs to be done about the sheer volume of traffic passing through Botley daily and the impact on quality of life and air that this causes	Q01-Y
2017/215	A bypass needs to address the problem not simply move it a few miles up the road. A bypass needs to direct traffic to junction 7 on the M27 or to Eastleigh. Also, the proposed route cuts Boorley Green off from Botley, so local access between Boorley Green and Botley for traffic and pedestrians needs to be better addressed	Q03
2017/216	Traffic has become noisy and heavy through Botley. Also, very dirty. The Village needs to keep its character and amenities and it will not with through traffic going through especially in light of the large amount of housing development going on	Q01-Y
2017/216	Pedestrianise the village itself. Make the route through the village one way. Add sleeping policemen	Q05
2017/216	Make the village centre pedestrian only	Q06
2017/216	With all the housing doctors' surgeries are not coping so we need extra doctors surgeries for all the housing and extra people. Extra schools (Primary and Secondary). More small local shops	Q09
2017/216	Increased bus routes and frequencies.	Q09-O
2017/217	To ease traffic congestion in the village	Q01-Y
2017/217	We need access to Winchester Street from Boorley Green without a detour on the bypass	Q03
2017/217	No right turn into village from Winchester Street	Q05
2017/218	Doctors surgery sufficient for 375 or more households. More education facilities	Q09
2017/219	More pedestrianisation. Reorganise parking	Q06
2017/221	Improve Botley village	Q01-Y
2017/222	There are too many houses in Botley already	GEN
2017/222	It will ease congestion and make it safer for the School users	Q01-Y
2017/222	Keep the weight limit on Kings Copse Avenue	Q05
2017/222	The new bypass and road infrastructure will only just cope with the traffic we have now. No more development needed	Q09-O
2017/223	No further housing required in Botley	Q01-O
2017/223	Weight limit through Boorley Green and Botley. Heavy traffic to use Kings Copse Avenue	Q03
2017/224	The amount of traffic and heavy lorries is unacceptable, with a high pollution count. Zebra crossings should be in place, particularly at the Maypole roundabout	Q01-Y

2017/224	There should still be a direct route from the Square via Winchester Street northwards to Fair Oak and Winchester	Q03
2017/224	Particularly have a weight limit from Botley Square to the proposed bypass	Q05
2017/224	Weight restrictions are needed from Boorley Green to Botley village	Q06
2017/224	There is need for retirement accommodation	Q09
2017/225	It will help to reduce traffic volume and speed through Botley Square	Q01-Y
2017/225	Reduce speed limit to 20 mph through Botley village. Pinch points through Botley village. These will encourage heavy vehicles to use the bypass	Q05
2017/226	Absolutely essential with all the new development in the area. Botley is very congested and air pollution is very severe	Q01-Y
2017/226	When bypass is built measures should be taken to prevent traffic using the old road as a rat run	Q05
2017/226	Vehicle access to the Square restricted. Provide adequate parking	Q06
2017/228	Relief of volume of traffic coming through High Street and Broadoak and we will be able to get out of Brook Lane	Q01-Y
2017/228	Definitely speed restrictions	Q06
2017/229	Reduce pollution in Botley village	Q01-Y
2017/229	Pedestrianise the village. Pedestrian crossing by the Botley Centre	Q05
2017/229	More doctors and dentists	Q09
2017/230	Will ease traffic congestion. Less noise and pollution in the village so a quieter environment	Q01-Y
2017/231	To improve safety and air quality on the A334. To reduce traffic in Winchester Street, which is now a rat run	Q01-Y
2017/231	Move the HGV testing station out of the parish	Q05-O
2017/231	The last resident of Uplands Nursery expressed the wish that the site should be used as a residential home for blind people or similar	Q09
2017/231	Purpose built flats should be for the over 50 age group, as retirement complexes	Q13-O
2017/233	The increase in traffic flow from the Whiteley and Curbridge developments will impact adversely upon the already poor traffic management in Botley and the air quality problems in Botley High Street will get worse	Q01-Y
2017/233	The proposed route is out of date following the current and proposed developments around Botley and Boorley Green. The problems of noise, pollution, safety and delays will impact more areas of Botley and Hedge End Parishes. A route east of Botley to junction 8 (M27) should be considered	Q03
2017/233	Speed limit through Boorley Green should be lowered to 30 mph and enforced. A reduced speed limit on Kings Copse Avenue should also be enforced	Q05
2017/233	With reduced traffic from the bypass the existing set-up in the village should be satisfactory. A direct route for cars should be facilitated between Boorley Green and Botley Square	Q06-O
2017/233	A direct route for bicycles should be facilitated between Boorley Green and Botley Square	Q09

2017/234	This relief road is simply shifting traffic from one side of Botley village to the other, resulting in traffic, noise and pollution for those affected, especially the top of Winchester Street and Holmesland Lane. It will divide Boorley Green and Botley communities in two. It will destroy farmland and one of the few green areas left around Botley. Botley will be surrounded by buildings and roads. Need to consider the poor residents affected by this	Q01-N
2017/234	Many traffic problems in the village are caused by deliveries to Sparshatts and the shops. Laybys are needed so that the lorries can pull in and keep traffic moving. Closure of the M27 and diversions through the village cause problems too	Q03
2017/236	In light of the new developments there will be significant increases in traffic flow, including HGVs, in the Botley area. Botley High Street has several choke points, which will lead to long queues and delays if there is no bypass. Hopefully the High Street will also become a more family-friendly place to walk around	Q01-Y
2017/236	Need Doctors Surgery, Dentists and pre-school	Q09
2017/237	To ease the intensity of traffic flow in the village, which in my opinion is detrimental to High Street businesses	Q01-Y
2017/238	Traffic is a huge problem especially the bottleneck with lorries by Botley Mill. The village was designed for horses not lorries. It is sometimes ridiculous	Q01-Y
2017/238	Make Botley High Street a B road with access to the village only	Q05
2017/239	Loss of green space, farmland and loss of separation of Hedge End, Botley and Boorley Green	Q01-N
2017/239	Relocate HGV weigh Station. Relocate aggregate depot. Traffic calming measures through Botley Square	Q03
2017/241	Parking could be more easily accessible	Q06
2017/241	Starter homes for first time buyers not for potential landlords	Q09-O
2017/242	Basically the fear of traffic mayhem. The bypass will cause a massive increase in traffic flow on both Woodhouse Lane and Kings Copse Avenue as drivers go to and from the M27 via the new Sundays Hill bypass. This increase will be exacerbated by the explosion of house building at Boorley Green, Woodhouse Lane and Winchester Street. Also, the traders in Botley Square will suffer a drop in customer numbers and some will probably be put out of business	Q01-N
2017/242	What about taking the bypass south of Botley directly round to the M27 and merging with the present Sundays Hill bypass modifications	Q03
2017/242	There will be no room for public recreation space if the area is to be filled with 375 houses. Who wants a cemetery or crematorium alongside a very busy bypass	Q09
2017/242	What does affordable mean. Even 5-bedroom houses are affordable to some	Q13-O
2017/243	About time it was built after over 50 years of talking about it since I have lived here	Q01-O
2017/244	Too much traffic being directed to the Boorley Green area	Q01-N
2017/244	Go through fields to link with junction 8	Q03

2017/244	Put traffic calming measures, for example road bumps, on what is left of Winchester Road from the railway bridge to the Boorley Park new roundabout	Q05
2017/245	The congestion along the main road through Botley is getting worse every year and with new housing developments will shortly be gridlocked	Q01-Y
2017/245	Currently this proposed route would mean I cannot access the riding around Durley on my horse as I access it via Holmesland Lane, and the bypass will cross this	Q03
2017/246	EBC are planning to put 70 houses in Kings Copse Avenue that you have omitted to consult on	GEN
2017/246	Bit late aren't you. Consultation held in 2016 by HCC - 84% acceptance. Planning application comments closed 15/09/2017	Q01-O
2017/246	The best compromise route	Q03
2017/246	Biased question. The aggregate site is safeguarded as part of HCC's Waste & Minerals Plan	Q05-O
2017/246	Car parking layout changed	Q06
2017/247	Doubling the size of Botley will destroy the character of the village	GEN
2017/247	I support the bypass as long as it reduces the amount of traffic passing through Botley centre. Some of the local roads should become one way only	Q01-Y
2017/247	Parts of the local road system in Botley village, for example Winchester Street, should become one way - this would reduce the amount of through traffic	Q05
2017/247	One-way traffic flow	Q06
2017/249	When approving the development of the Winchester Street site the Parish Council must be satisfied that the unreliable water supply along Winchester Street can cope	GEN
2017/249	Long overdue - given the volume and nature of traffic passing through the centre of this ancient village. Also, air pollution considerations. Any development of additional housing would be untenable without a relief road	Q01-Y
2017/249	The map does not make clear the interfaces if any between the route and Winchester Street	Q03
2017/249	Existing footpaths must be protected, and the opportunity taken to expand the footpath network and include them in the definitive HCC map of footpaths, for example a track from Winchester Street past Uplands Farm. Create a new footpath/cycleway alongside the railway line/bypass to Botley Station. Use the disused railway line to Bishops Waltham as a footpath	Q09
2017/250	Proposed developments in the Botley Parish together with those at Whiteley could not be feasible without a Botley bypass	Q01-Y
2017/250	More footpaths. Existing footpaths should be retained and remain rural in nature. Need a proper footpath to Botley railway station. Need to enable a circular walk round Botley	Q09
2017/251	Reduce traffic in village	Q01-Y
2017/252	Will reduce traffic volume considerably on High Street and Winchester Street	Q01-Y
2017/252	We have concerns around the junction with Winchester Street. Perhaps another roundabout with Holmesland Lane would allow better access	Q03

2017/252	Woodland area and paths	Q09
2017/253	The current route through Botley is already gridlocked without more housing in Botley or Whiteley. Botley is the now de facto rat run for Whiteley residents. Botley C of E do not consider or obey the Highway Code	Q01-Y
2017/253	There is no incentive to use the bypass when travelling from Hedge End to Curdridge. The plan is ill conceived and just slapped down to attempt to look like they are doing something	Q03
2017/253	Speed averaging cameras at each end of Botley. If Whiteley residents can prevent non-residents using their streets as rat runs why can't Botley	Q05
2017/253	Only delivery vehicle and no other large vehicles in Botley Square	Q06
2017/253	More doctors' surgeries and dentists. A proper tennis club with four food lit courts and a club house	Q09
2017/254	These questions are biased towards a negative view of development in Botley	GEN
2017/254	All new developments should be social housing, what we used to call a Council Estate	GEN
2017/254	Divert heavy vehicles from Mill Hill, Botley Square, High Street and Broad Oak	Q01-Y
2017/255	Depending on which area you are referring to some may see an increase in traffic but hopefully most will see a reduction in traffic	GEN
2017/255	Housing should be for lower income families, so social housing for rental at affordable rates	GEN
2017/255	To reduce number of cars and especially lorries going through centre of Botley	Q01-Y
2017/262	Generally, yes provided that the route does not prejudice local residents by extending their journey times to local amenities or public transport accessibility.	Q01-O
2017/262	No closure of Winchester Street. Access to be weight/width limited and via an additional roundabout or light controlled junction.	Q03
2017/262	Speed limit reduction to 30mph on Winchester Road through Boorley Green. Weight limit on Holmesland Lane. If Winchester Street remained open then possible one-way system based on a triangular route incorporating Holmesland Lane and the Square.	Q05-O
2017/265	Limit speeding vehicles and large vehicles near young children and other pedestrians on the High Street. Limit deterioration of the road structure, vibration to buildings and impact on historic buildings. The High Street is not suitable for current and additional increases in traffic levels.	Q01-Y
2017/265	If moving the aggregate industry is not possible in the short term then alternative routes should be considered to avoid HGVs entering Botley Square and the High Street.	Q05-O
2017/265	Additional speed limit signs, illuminated speed reference signs, lower speed limit near the school. Speed control humps and additional signage near and approaching the school, recreation area and square.	Q06
2017/266	To relieve pressure of traffic off the Square and to make crossing at the school and church safe. At present it is very dangerous to cross the road at this point, particularly for young and older people.	Q01-Y

2017/267	Modify the road bridge over the railway at Boorley Green. With the new and proposed developments to the north of the village (including a new school) there will be a massive increase in bridge usage. The bridge is narrow and only has one pavement. A new bridge with separate footpaths will be essential.	Q05-O
2017/269	Traffic levels, noise and pollution on Broad Oak and High Street are currently excessive - and will only increase in future without a Bypass. Walking on the sometimes very narrow pavements alongside these roads is an unpleasant and risky exercise.	Q01-Y
2017/269	Broadly agree - although I can foresee some difficulties at the flat junction with Winchester Street.	Q03
2017/269	Less parking in the Square - encourage people to use car parks behind the Dolphin and in Mortimer Road.	Q06
2017/269	In view of the amount of development currently ongoing/approved in the surrounding area (Boorley Green, Whiteley, etcetera), I don't feel that any other significant development in Botley is sustainable.	Q09-O
2017/270	To reduce traffic on the current unsuitable road, improve air quality and noise. However, if the Uplands site development proposal is in order to pay for the bypass, this is too high a price to pay.	Q01-Y
2017/270	Although OK overall, I am not clear how the traffic at the Winchester Street junction will be managed, or indeed whether the bypass is so close to the current road, that people will ignore it.	Q03
2017/270	Less parking to discourage casual stops for shopping - encourage use of the car parks,	Q06
2017/270	Nothing would make me agree with this proposed development. We do not have the roads or other infrastructure required, and I disagree with the destruction of farmland and wildlife habitat. It is too close to a small rural community and the vast number of other proposed and/or agreed developments.	Q09-O
2017/271	Safer for pedestrians, especially old and young. Pavements are quite narrow and the road through is very narrow in places. Easier to retain a village feel.	Q01-Y
2017/271	Reduce speed limit through Botley village. Have a weight limit for HGV's through the village. A complete cycleway through from Botley to Hedge End.	Q05-O
2017/271	Footpaths and safe cycleways to retain a village feel. Bungalows for older residents.	Q09
2017/271	Low density homes with gardens for young families. No flats because of the extra cars per building.	Q09-O
2017/272	To relieve traffic through Botley and the extra cars from Boorley Park	Q01-Y
2017/273	To ease the traffic congestion in and around Botley. and to reduce the number of crashes and traffic incidents within the area.	Q01-Y
2017/273	You must reduce the speed limit to 20 mph through Botley Village and enforce them.	Q05-O
2017/273	Reduce the speed limit to 20 mph through Botley Village. Install averaging speed cameras.	Q06
2017/274	Still want a direct route into Botley from Boorley Green for walking/cycling without crossing busy bypass	Q03



2017/275	To improve safety and the air quality in Botley village centre, especially around the school. To improve the character of the village. To reduce congestion through the village.	Q01-Y
2017/275	Put in traffic calming measures on Holmesland Drive and Holmesland Lane to reduce the impact of people using them as a cut through to access Winchester Street when coming from Hedge End (they won't be able to access Winchester Street from the Kings Copse end of the bypass).	Q05-O
2017/275	Staggered traffic measures (one car at a time priority) to discourage people from still using it to pass through the village as they do now and to encourage them onto the bypass.	Q06
2017/276	The volume of traffic through the square has increased enormously over recent years (particularly goods traffic as a result of changes at Bottings Industrial estate, the station aggregates plant and Silverlake) increasing both air and noise pollution to unacceptable levels	Q01-Y
2017/276	Effective traffic calming on Mill Hill to prevent traffic continuing to use the more direct route through Botley village centre.	Q05-O
2017/276	Pavement widening would only be necessary on the High Street not in the square.	Q06
2017/277	Keep weight limit, sound reducing surface and controlled crossings .on Kings Copse Avenue	Q05-O
2017/278	To ease congestion in the village and make it safer	Q01-Y
2017/278	There is already too much speeding along this road	Q05-O
2017/279	High Street traffic needs to be addressed (particularly HGVs) but bypass is just moving problem elsewhere within area.	Q01-N
2017/279	Weight limit through village. Establish why such large numbers of HGVs are using route. Don't build more houses in area	Q03
2017/279	Less house building in area.	Q05-O
2017/280	I believe with an increase of population there will be a need to expand/develop new and existing roads.	Q01-O
2017/281	On the assumption that it will make the road through Botley less busy and safer for our children to walk along then yes I am in favour of the bypass.	Q01-Y
2017/281	I'm a bit concerned that the bypass seems to be a much longer route than a direct route through Botley so people wouldn't choose to use it. Also doesn't it end where the new school is due to be built? It seems a bit of a strange decision safety wise to end a bypass by a school.	Q03
2017/281	I'm not sure how, but if the bypass was a more obviously better choice route wise then people would be more inclined to use it. Why do people go through Botley? If it's to get to the M27 then a better route to the M27 might be a more sensible option.	Q05-O
2017/281	Another playground for the children?	Q09
2017/282	While it will remove heavy lorries from going through Botley, you will have two lines of traffic causing a bottle neck at the Maypole roundabout instead of one as at present. It is not a Bypass, it is simply adding to congestion.	Q01-N
2017/283	Botley High Street is constantly jammed with traffic and Winchester Road is experiencing ever increasing levels of traffic from new developments. The bypass is well overdue, air pollution is above healthy levels and access in and out of the village for residents is becoming ever more difficult.	Q01-Y

2017/284	I do not believe a bypass is needed and it will affect the businesses in the village in a negative way.	Q01-N
2017/285	Removal of heavy vehicles and other excessive traffic from Botley Square. Environmental reasons, for example noise and air pollution.	Q01-Y