

SURVEYS

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1 Introduction

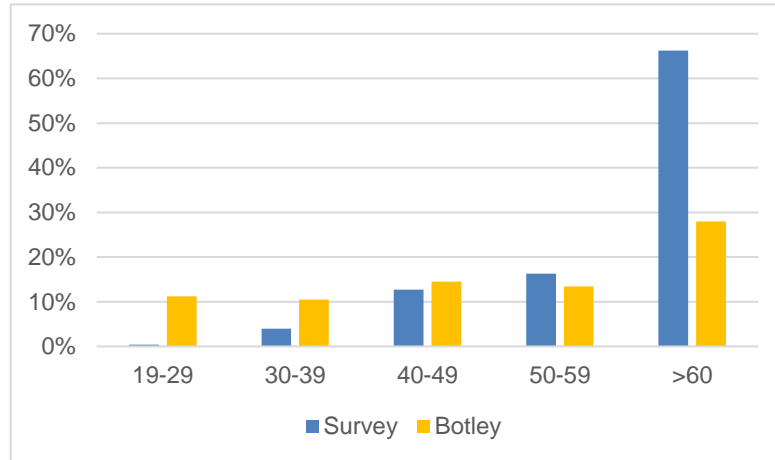
- 1.1 This Paper provides a summary of the conclusion from each of the community or Trader engagement activities carried out during the development of the Botley Neighbourhood Plan.
- 1.2 The nature of population response is generally to produce a bias towards those with strong views, good or bad, so these views may be over-represented in the responses. Also, the age distribution of the respondents is likely to be biased by the nature of the questions.
- 1.3 The conclusions drawn from these surveys are only indicative of the possible community view and do not represent statistically significant data.

2 2016 Community Questionnaire

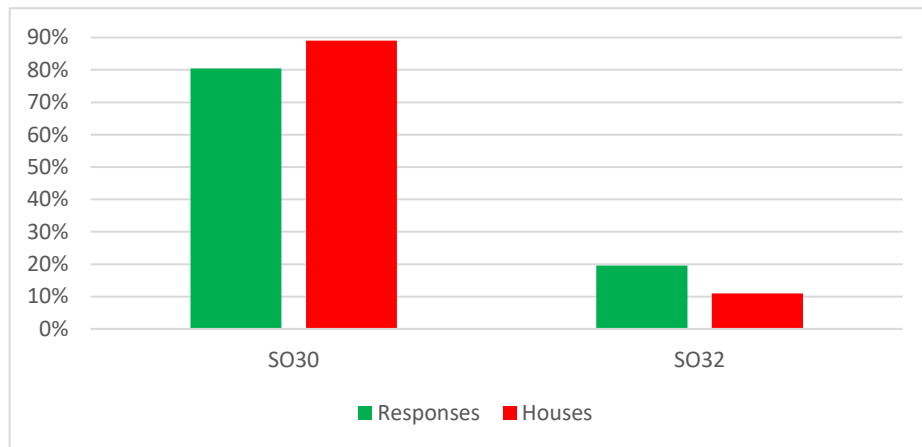
- 2.1 In March 2016 a community questionnaire was delivered to 2249 household in the Parish. A copy of the Questionnaire is in Surveys Appendix 1 pages 1-7.
- 2.2 All the anonymised data from the respondents can be found in Surveys Appendix 2 and the results for individual questions in Surveys Appendix 3.
- 2.3 Response rate:
 - a There were 257 individual responses from an estimated population over the age of 18 of 3919 people, a 6.6% response rate, and;
 - b There were responses from 237 households, a 10.5% response rate.
- 2.4 Age distribution of respondents against estimated age distribution of the Parish, with data drawn from the Eastleigh Borough Council profile of Botley Parish. The age distribution is shown on the next page.
 - a In the 19 to 39 years of age group the Botley respondents were under-represented (5% versus 22%).
 - b In the 40 to 59 years age group the percentage of respondents was representative (29% versus 28%).
 - c In the more than 60 years of age group the Botley respondents were over-represented (66% versus 28%).

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- d Overall, the age distribution of respondents was very similar to that of the 2017 Community Questionnaire (shown in paragraph 5.4).



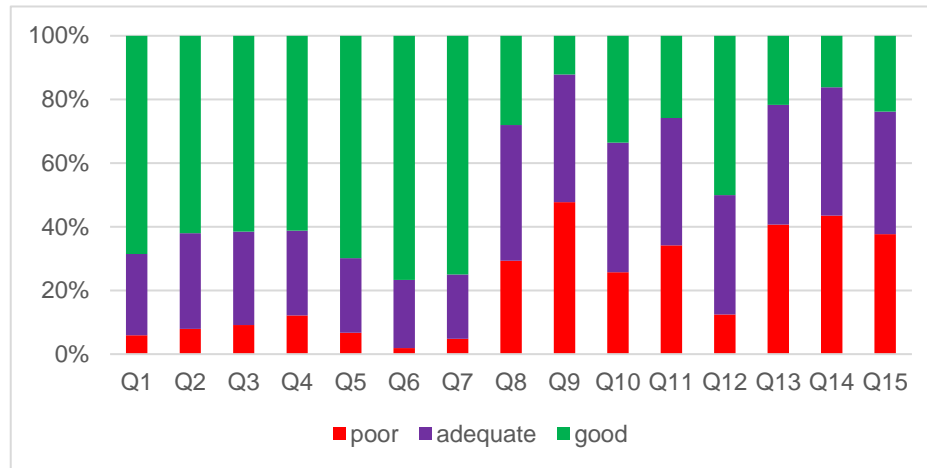
- 2.5 The Parish lies partly within the SO30 postal area (central and western Botley) and partly within the SO32 postal area (northern Botley). The number of responders in SO30 was slightly below and for SO32 slightly above the number expected from the distribution of houses (housing numbers correct for March 2016). The results are shown in the table below.



- 2.6 Questions 1 to 15 looked at aspects of the community scored as poor, adequate or good and the results are shown in the table on the next page.

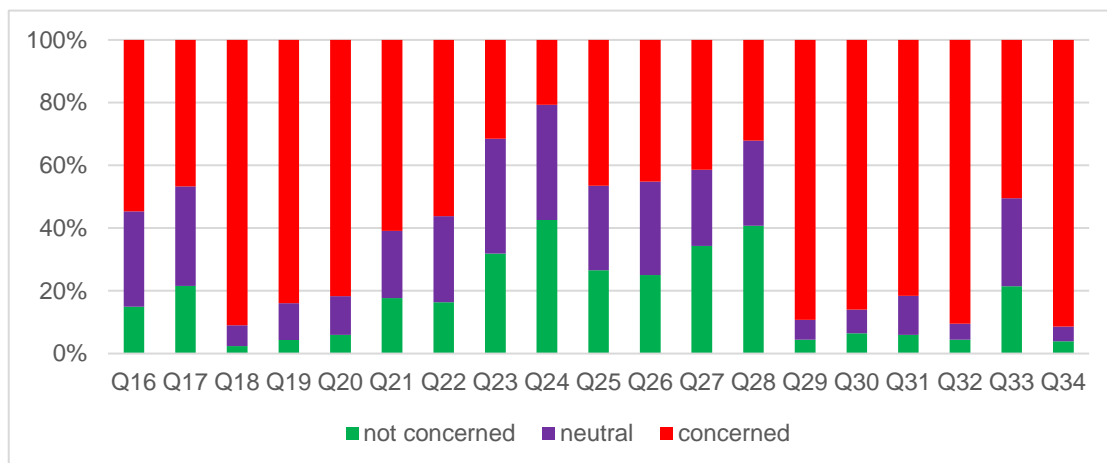
- a For the open spaces (Q1), the rural character of the Parish (Q2), the local wildlife and habitats (Q3), the sense of community (Q4), the safeness of Botley (Q5), the schools (Q6), the Church (Q7) and the Community Information Boards (Q12) around 9 in 10 felt these were adequate or good.
- b For the availability of housing (Q8) and leisure facilities (Q10) around three-quarters felt these were adequate or good.

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- c For job opportunities (Q9), pavements (Q13) and the condition of the roads (Q14) around a half felt these were poor. For shopping facilities (Q12) and footpaths (Q15) just over one-third felt these were poor.

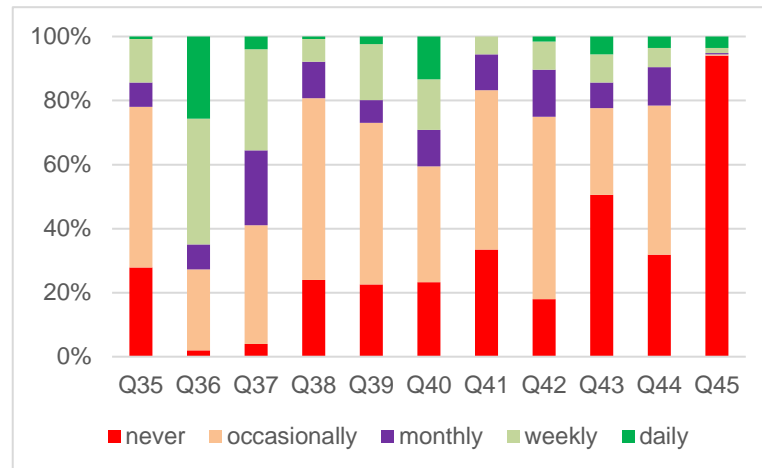
2.7 Questions 16 to 34 looked at future concerns scored as not concerned, neutral or concerned and the results are shown in the table below.



- a For volume (Q18) and speed (Q19) of traffic, air pollution (Q20), loss of countryside (Q29), overloading of the sewerage system (Q30), access to medical and dental care (Q31), future development (Q32) and over-development (Q34) of the Parish more than 9 in 10 were concerned.
- b For pedestrian safety (Q16), fly-tipping (Q21), dog fouling (Q22) and educational facilities (Q33) around 8 in 10 were concerned.
- c For parking in the Village (Q17), weakening sense of community (Q25), increased crime and antisocial behaviour (Q26) around three-quarters were concerned.
- d For light pollution (Q23), inappropriate signage (Q24), lack of school places (Q27) and lack of childcare places (Q28) around two-thirds were concerned.

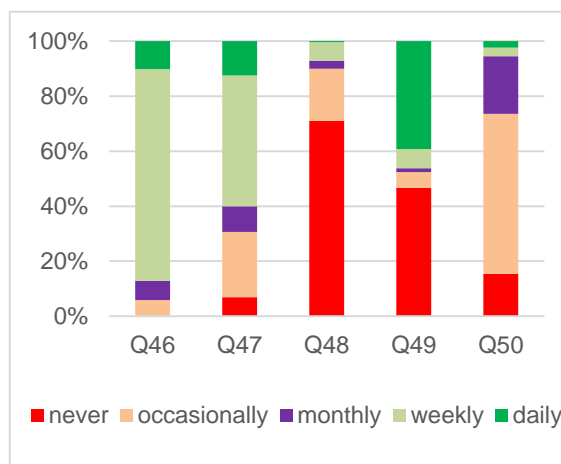
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2.8 Questions 35 to 45 looked at the use of facilities within the Parish scored as never, occasionally, monthly, weekly or daily and the results are shown in the table below.



- Very few use an allotment (Q45), but note the community is supportive of providing allotments (see Q52).
- Around three-quarters never or only occasionally use the Church (Q35), the Market Hall (Q38), the Botley Centre (Q39), the Tea Rooms (Q41), the Public Houses (Q42), the local buses (Q43) or the local Railway Stations (Q44).
- Two-thirds use the Village shops (Q36) and around half use the Post Office (Q37) and/or the Recreation Grounds (Q40) weekly or daily.

2.9 Questions 46 to 50 looked at how often residents went outside the Parish for certain facilities scored as never, occasionally, monthly, weekly or daily and the results are shown in the table below.

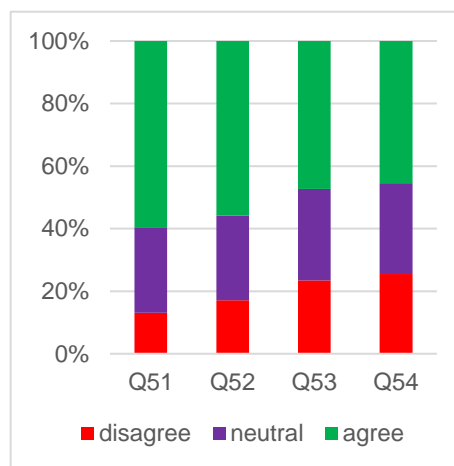


- On a weekly or daily basis 9 in 10 went outside the Parish for shopping (Q46) and 6 in 10 for leisure or recreational activity (Q47).

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- b A quarter went outside the Parish to access medical facilities (Q50) on a monthly or more frequent basis, but whether this was for General Practice or hospital care was not determined.
- c 9 in 10 never or only occasionally went outside the Parish for Church (Q48), but whether they went regularly to Church was not determined.
- d Just over half never or only occasionally went outside the Parish for work (Q49) whereas just under half did so weekly or daily, but whether they were in regular employment was not determined.

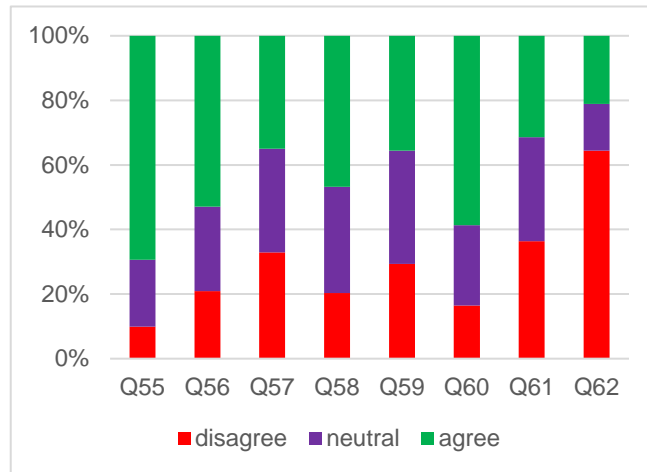
2.10 Questions 51 to 54 looked at the use of green spaces within the Parish for certain functions scored as disagree, neutral or agree and the results are shown in the table below.



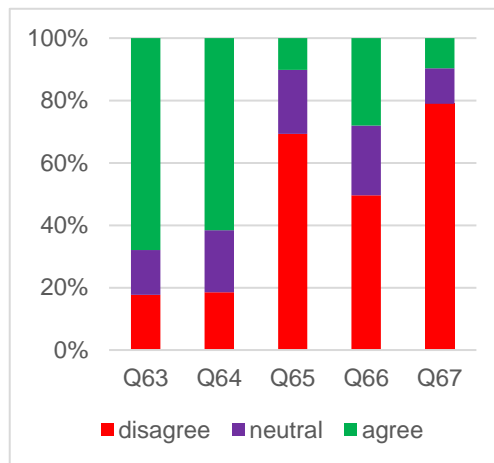
- a Just over half supported the use of green spaces for a community orchard or garden (Q51) and more allotments (Q52).
- b Just under half supported the use of green spaces for green energy generation (Q53) or more sports facilities (Q54).

2.11 Questions 55 to 62 looked at what was required in the current planned developments scored as disagree, neutral or agree and the results are shown in the table on the next page.

- a More than half agreed that affordable housing for those with a local connection (Q55), 1-2 bedroom houses (Q60) and housing for key workers (Q56) was required.
- b Just under half agreed that retirement or sheltered housing (Q58) was required.
- c About one-third agreed that more Care Homes (Q59), housing for rent (Q57) and 3 or more bedroom houses (Q61) were required.
- d Around two-thirds did not feel that more flats (Q62) were required



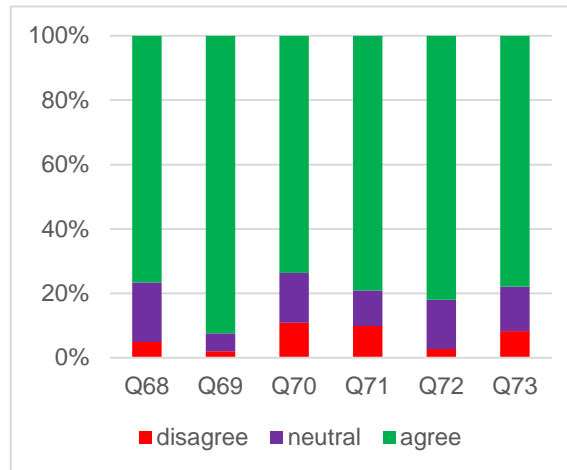
2.12 Questions 63 to 67 looked at the scale of development to accommodate new homes scored as disagree, neutral or agree and the results are shown in the table below.



- a Two-thirds agreed that new homes should be delivered only by in-fill dwellings (Q63) and small-scale developments up to 9 dwellings per larger site (Q64) was appropriate.
- b About half agreed and half disagreed that a combination of large and small-scale development (Q66) was appropriate.
- c Three-quarters disagreed that developments over 9 dwellings (Q65) or all development concentrated on one site (Q67) was appropriate.

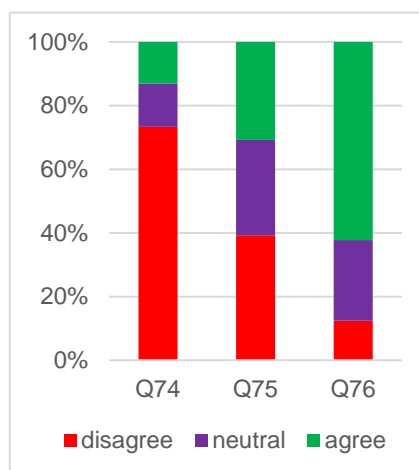
2.13 Questions 68 to 73 looked at what should influence the design of new homes scored as disagree, neutral or agree and the results are shown in the table on the next page.

- a More than 9 in 10 felt all new houses should have off-street parking (Q69).



- b More than three-quarters felt that new houses should be eco-friendly (Q68), be traditional in design (Q70) and in materials (Q73), be limited to two storeys (Q71) and have a garden (Q72).

2.14 Questions 74 to 76 looked at the adequacy of medical facilities scored as disagree, neutral or agree and the results are shown in the table below.

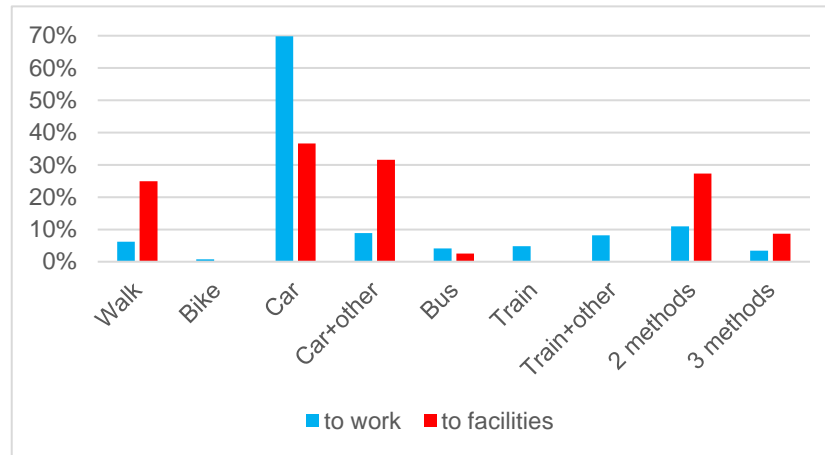


- a Only just over 1 in 10 felt the provision of General Practice in the Parish (Q74) was adequate
- b One-third felt the provision of dental services was adequate (Q75), but one-third felt it was inadequate. However, this question didn't distinguish between NHS and private dentistry.
- c Only just over 1 in 10 thought the provision of Pharmacy services (Q76) was inadequate.

2.15 Question 77 and 78 looked at methods of travel to either work (Q77) or to local facilities (Q78) scored as walk, bike, car, bus or train or any combination of these. Unfortunately, it did not make clear whether it was the main mode or

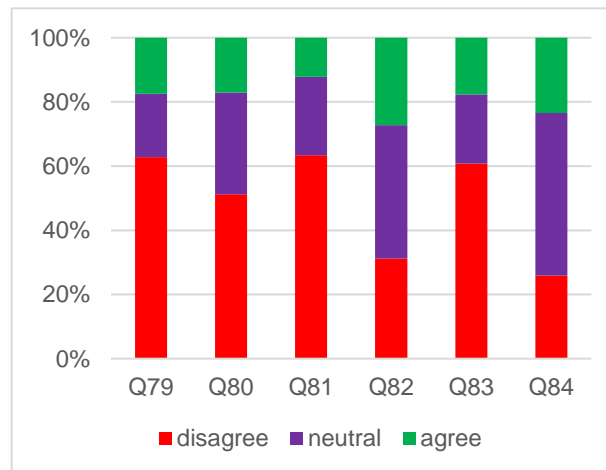
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any mode of transport in a journey. There were 146 respondents to Q77 but 253 to Q78. The results are shown in the table below.



- Nearly three-quarters of those travelling to work went by car and nearly a further 1 in 10 used a car in their journey plus another method of transport.
- Only 5% used only the train to go to work, but these 7 people must have got to the station by some means, and a further 8% (13 people) went by train plus another method of transport.
- Sadly, two-thirds of travel to local facilities was by car and only one-quarter was by walking.

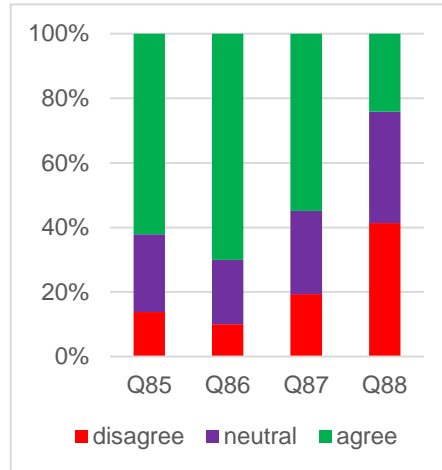
2.16 Questions 79 to 84 looked at the adequacy of the bus services in the Parish scored as disagree, neutral or agree and the results are shown in the table below.



- A half thought the bus routes were not well planned (Q80) and one-third felt the bus service did not start early enough (Q82).
- Nearly two-thirds felt the frequency of the services (Q79) and the routes chosen (Q81) were inadequate and a similar number felt the services did not run late enough (Q83).
- Only one-quarter felt the buses did not run on time (Q84).

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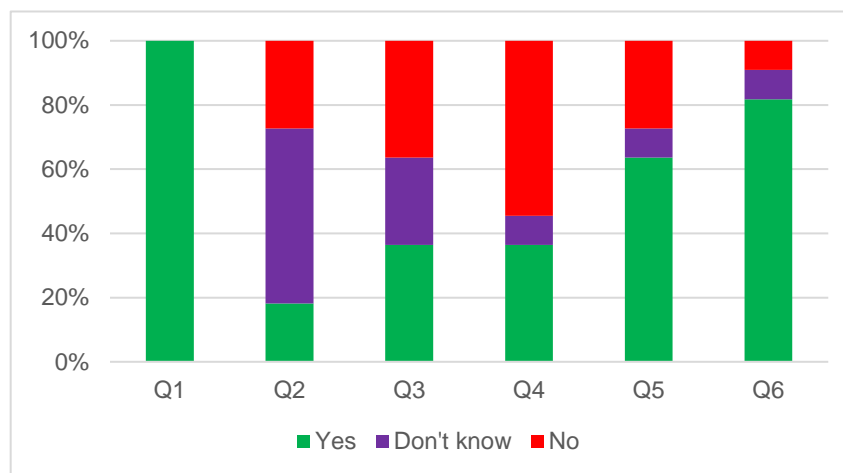
- 2.17 Questions 85-88 related to changes that would support the growth of businesses. The results are shown in the table below.



- a Given that there were only 58 members of the Botley Traders Association at that time the response rate of 52% (30 respondents) was good.
- b Around two-thirds agreed that improved mobile phone reception (Q85) and faster more reliable Broadband (Q86) would be a benefit.
- c Just over half felt that better transport links (Q87) would help them.
- d Only a quarter felt better or a larger workspace (Q88) would be helpful.

3 2016 Traders' Survey

- 3.1 In July 2016 an email survey of 58 businesses listed in the Botley Traders Association was undertaken. A copy of the email questionnaire is shown in Surveys Appendix 1 page 8.
- 3.2 Sadly, only 5 responded but then the views of a further 6 were obtained by interview. The results from the 6 questions are shown on the next page.



- a The majority felt that more parking (Q1) and environmental improvements (Q6) were required.
- b Just under two-thirds of Traders felt they should be better informed about plans involving the Square (Q5).
- c The benefit of the Bypass to the Traders in the Square was unclear (Q3), with about one-third feeling there would be a benefit and one-third feeling there would be no benefit. Similarly, opinion was split almost evenly between those that felt that better public transport would be a benefit and those that did not (Q2). Just over half the Traders did not think that faster broadband was needed (Q4).

3.3 The full report of the 2016 Traders Survey, including the Traders' comments, is shown in Surveys Appendix 4 pages 2-4

4 2016 Public Meeting comments

4.1 In September 2016 there was a 2-day Public Meeting concerning the developing Botley Neighbourhood Plan, when 130 residents made 173 comments. All the comments can be found in Surveys Appendix 5 pages 2-7.

4.2 There were 27 groups of related comments leaving a group of 22 unrelated comments. The grouped comments and the group of unrelated comments can be found in Surveys Appendix 5 page 1.

4.3 Only 4 comment groups contained comments made by more than 10% of those attending, these being:

- a Traffic calming in appropriate areas (15.4%, 20 residents)
- b Improve footpaths and cycleways (14.6%, 19 residents)

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- c Improve healthcare facilities (13.1%, 17 residents)
- d Maintain Strategic (Local) Gaps (10.0%, 13 residents)

5 2017 Community Questionnaire

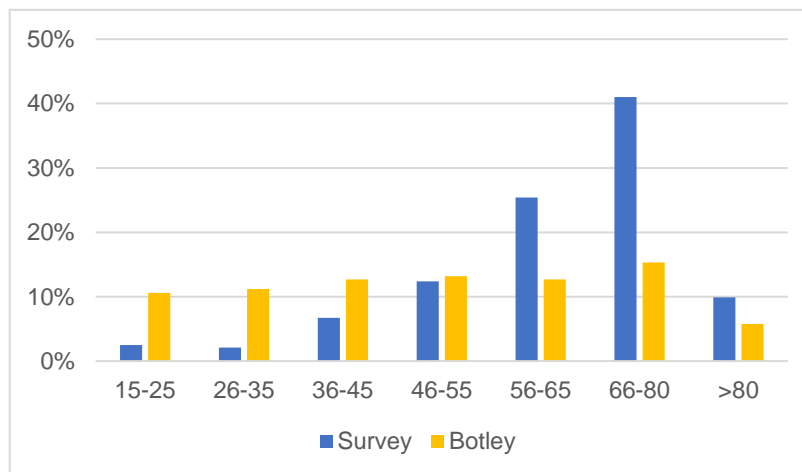
5.1 In August 2017 a community questionnaire was delivered to 2354 households in the Parish. A copy of the Questionnaire is in Surveys Appendix 1 pages 9-13.

5.2 All the anonymised data from the respondents can be found in Surveys Appendix 6. The comments provided for each question, the additional comments not aligned with individual questions and a summary of the comments can be found in Surveys Appendix 7.

5.3 Response rate

- a There were 286 individual responses from an estimated population over the age of 18 of 4178 people, a 6.8% response rate.
- b There were responses from 251 households, a 10.7% response rate.

5.4 Age distribution of respondents against estimated age distribution of the Parish, with data drawn from the Eastleigh Borough Council profile of Botley Parish. The age distribution is shown in the table below.

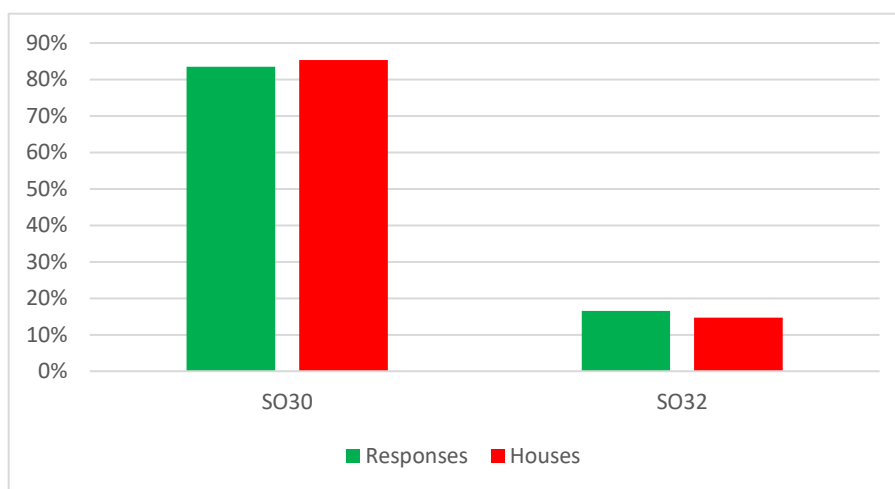


- a In the 15 to 35 years of age group the Botley respondents were considerably under-represented (5% versus 22%).
- b In the 35 to 55 years age group the Botley respondents were slightly under-represented (19% versus 26%).

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- c In the 56 to 80 years of age group the Botley respondents were considerably over-represented (66% versus 28%).
- d In the more than 80 years of age group the Botley respondents were slightly over-represented (10% versus 6%).
- e Overall, the age distribution of respondents was very similar to that of the 2016 Community Questionnaire (shown in paragraph 2.4).

5.5 The Parish lies partly within the SO30 postal area (central and western Botley) and partly within the SO32 postal area (northern Botley). The number of responders in SO30 was slightly below and for SO32 slightly above the number expected from the distribution of houses (housing numbers correct for August 2017). The results are shown in the table below.



5.6 Question 1 - *Are you in support of the proposed Botley Bypass and provide reasons (optional)?*

- a 99.3% of respondents replied to this question (284 respondents).
- b 86% were in support, which was a strikingly similar figure to that in the Hampshire County Council Consultation (84% support) that had just been reported.
- c 254 comments in support were made, with the 5 commonest being:
 - i reduce traffic car and HGV traffic in central Botley 124 48.8%
 - ii reduce pollution 55 21.7%
 - iii improve vehicle/pedestrian safety in central Botley 36 14.2%
 - iv retain Village ethos 17 6.7%
 - v more shops/restaurants to improve local experience 10 3.9%
- d 48 comments not in support were made, with the 5 commonest being:

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i	choose a better route or a real Botley bypass	11	22.9%
ii	will encourage more traffic or faster traffic	10	20.1%
iii	will destroy green space and enjoyment of walking	7	14.7%
iv	loss of trade in central Botley	7	14.7%
v	will separate Boorley Green from central Botley	4	8.4%

5.7 Question 2 - *If in support of the Bypass do you agree with the proposed route?*

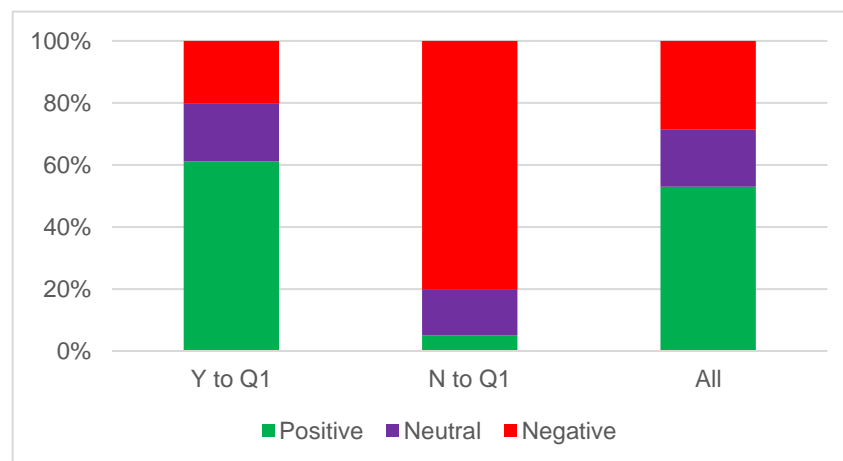
- a 96.7% (235 of the 243 supporting the Bypass) also replied to this question.
- b 82% supported the proposed Bypass route (199 out of 243 respondents)

5.8 Question 3 - *If not in support of Bypass route what changes you would suggest?*

- a 74 suggestions were made, with the 5 commonest being:
 - i southern end to go further east to Tollbar Way 18 24.3%
 - ii go further south through Country Park to M27 9 12.1%
 - iii Bypass not necessary, traffic calming and no HGVs 8 10.7%
 - iv improved local road design 8 10.7%
 - v take further north 5 6.8%

5.9 Question 4 - *Effect of Bypass on traffic in other areas in Botley Parish*

- a 97.6% of respondents replied to this question (279 respondents).
- b The impact was scored as a positive, neutral or negative effect and have been analysed by support or no support for the Bypass (from Question 1). The results are shown in the table below.

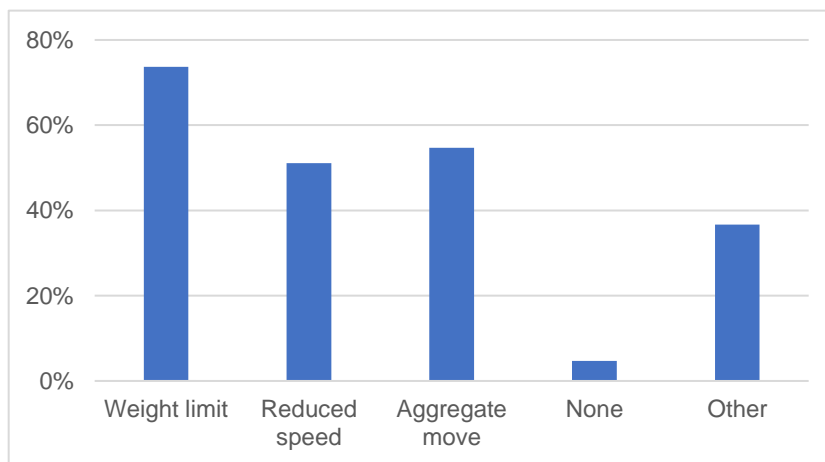


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- c Just over half of the 279 respondents felt the Bypass would have a positive effect whereas just over a quarter felt it would have a negative effect.
- d There was a clear difference in the perceived beneficial effect of the Bypass between 199 respondents supporting the Bypass (61% though there would be a positive benefit) and 36 respondents not supporting the Bypass (5% thought there would be a positive benefit).

5.10 Question 5 - *Changes that could accompany the Bypass to mitigate any potential traffic issues (tick any that apply)*

- a 97.2% (278 respondents) replied to this question.
- b The 5 choices offered were: Weight limit through Boorley Green; Reduced speed limit on Kings Copse Avenue; Move Botley Station aggregate depot; No changes needed; and Other changes with respondents being asked to provide details. The results are shown in the table below.

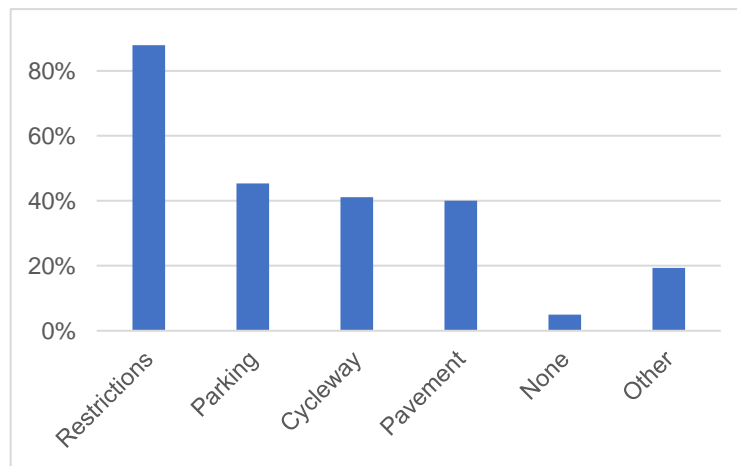


- c Almost three-quarters supported a weight reduction on Winchester Road in Boorley Green and just over a half supported both a reduction in the speed limit on Kings Copse Avenue and moving the aggregate depot from Botley Station.
- d Just over one-third made a total of 92 other suggestions, with the 5 commonest being:
 - i traffic calming on appropriate roads and divert HGV 21 22.9%
 - ii reduce and enforce speed limit on appropriate roads 15 16.3%
 - iii reduce weight limits on appropriate roads 14 15.2%
 - iv control rat runs, if required close one end of road 8 8.7%
 - v effective sign posting to use Bypass 8 8.7%

5.11 Question 6 - *If the Bypass does proceed which changes should be made to the existing route through the Square (tick any that apply)?*

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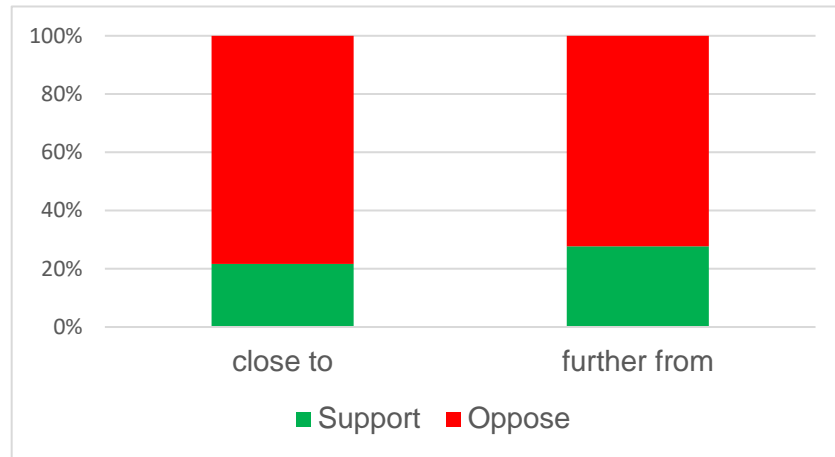
- a 97.9% (280 respondents) replied to this question.
- b The 6 choices offered were: Vehicle weight/speed restrictions; More parking in the Square; Cycleway through the Square; Wider pavements; No changes needed; and Other changes with respondents being asked to provide details. The results are shown in the table on the next page.
- c Almost 9 in 10 felt there should be vehicle weight or speed restrictions through the Square and nearly a half felt the parking should be improved.
- d About 4 in 10 felt there should be a cycleway through the Square and wider pavements.
- e Just under 1 in 5 made a total of 53 other suggestions.



- f Of the 53 other suggestions, only 4 were mentioned more than twice, these being:
 - i traffic calming 24 45.3%
 - ii pedestrianise the Square and close to through traffic 6 11.2%
 - iii improve parking in Village centre 6 11.2%
 - iv wider pavements in High Street 3 5.7%

5.12 Question 7 - *Do you support the development of the land between Winchester Street and the railway line for up to 375 houses and, if supported, how many houses should be built*

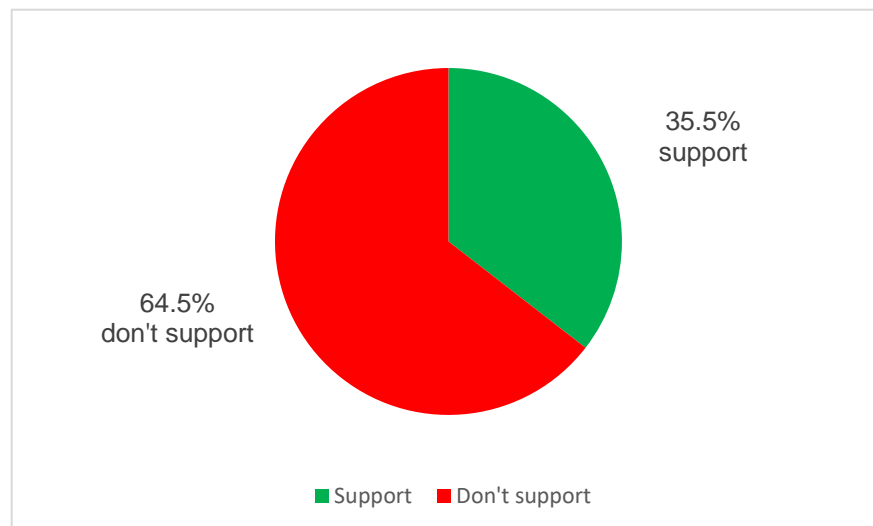
- a 98.6% (282 respondents) replied to this question.
- b Three-quarters were opposed to this development. Rather surprisingly this was not much influenced by the location of the respondent, as judged by roads close to or further away from Winchester Street. The results are shown on the table below.



- c For the 69 respondents who supported the development the mean number of houses they felt should be on the site was 227 (median 215, range 50 to 375)

5.13 Question 8 - *If benefits for the community were sought would you agree to the Winchester Street development?*

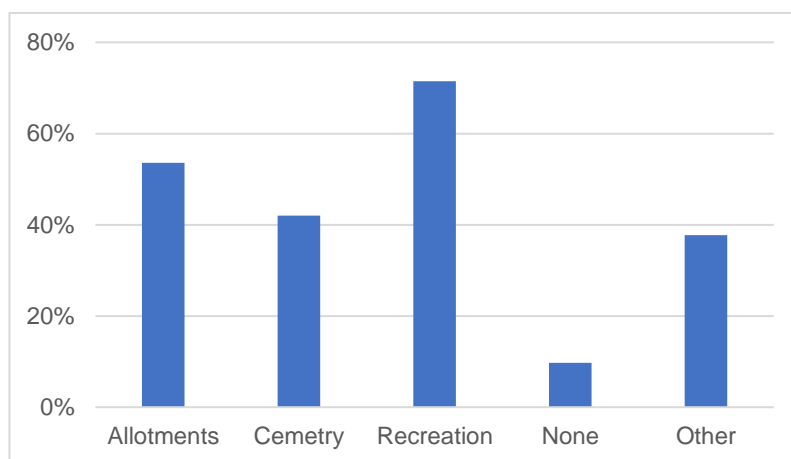
- a 84.6% (242 respondents) replied to this question.
- b Even if benefits for the community were achieved as part of the Winchester Street development still two-thirds of respondents would have opposed the development. The results are shown in the table below



5.14 Question 9 - *What benefits would you like the Winchester Street development to provide (tick any that apply)?*

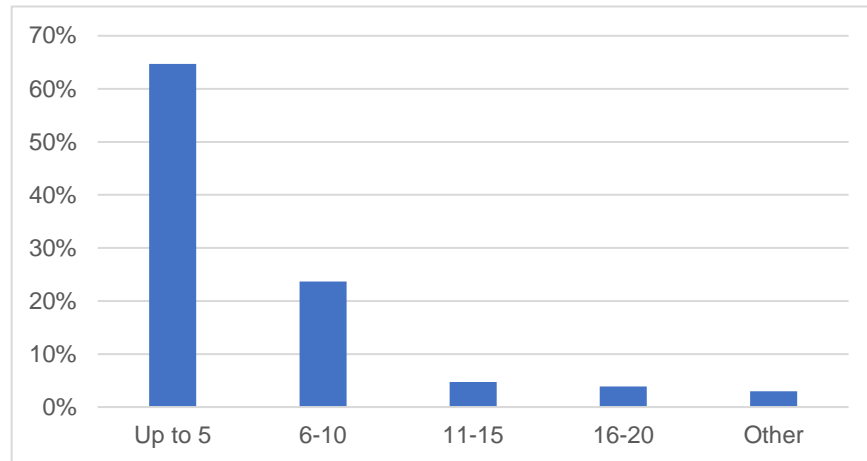
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- a 72.4% (207 respondents) replied to this question. It was not made clear in the questionnaire whether all could complete this question or only those who supported the development, which may in part explain the low response.
- b The 5 choices offered were: More Allotments; New Cemetery; More Recreation Space; No Benefits Needed; and Other Changes with respondents being asked to provide details. The results are shown in the table on the next page.
- c Nearly three-quarters wanted more recreation space, just over a half wanted more allotments and 4 in 10 wanted a new cemetery.
- d Just over a third made a total of 122 other suggestions, with the 5 commonest being:
- | | | | |
|-----|--|----|-------|
| i | better access to healthcare | 29 | 23.9% |
| ii | more schools | 11 | 9.0% |
| iii | more shops/restaurants to improve local experience | 9 | 7.4% |
| iv | more sports and recreation facilities | 9 | 7.4% |
| v | more open and wildlife spaces | 9 | 7.4% |



5.15 Question 10 - *What should be the maximum number of houses on garden or in-fill developments?*

- a 81.1% (232 respondents) replied to this question.
- b The 5 choices offered were: Up to 5 houses; 6 to 10; 11 to 15; 16 to 20; and Other number with respondents being asked to provide the number. The results are shown in the table below.



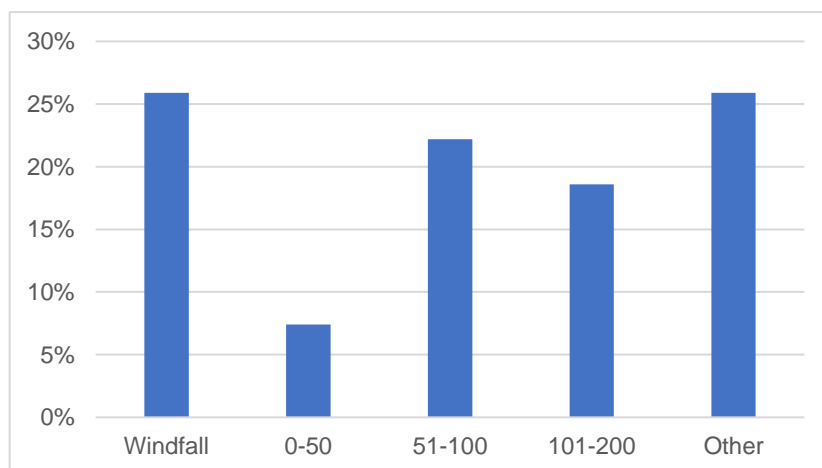
- c Almost 9 in 10 felt the maximum number of houses on an in-fill site should be less than 10.
- d Only 7 respondents gave another number for houses with a mean of 14 (median 10, range 2-30).

5.16 Question 11 - *In view of the 2,400 houses already planned for Botley do you think additional housing is needed?*

- a 96.5% (276 respondents) replied to this question.
- b 9 in 10 respondents felt there was no need for further housing.

5.17 Question 12 - *If additional housing was required how many should be planned?*

- a Only 10% (27 respondents) felt additional housing was required
- b The 5 choices offered were: Windfall sites only; 0 to 50 houses; 51 to 100; 101 to 200; and Other number with respondents being asked to provide the number. The results are shown in the table below.



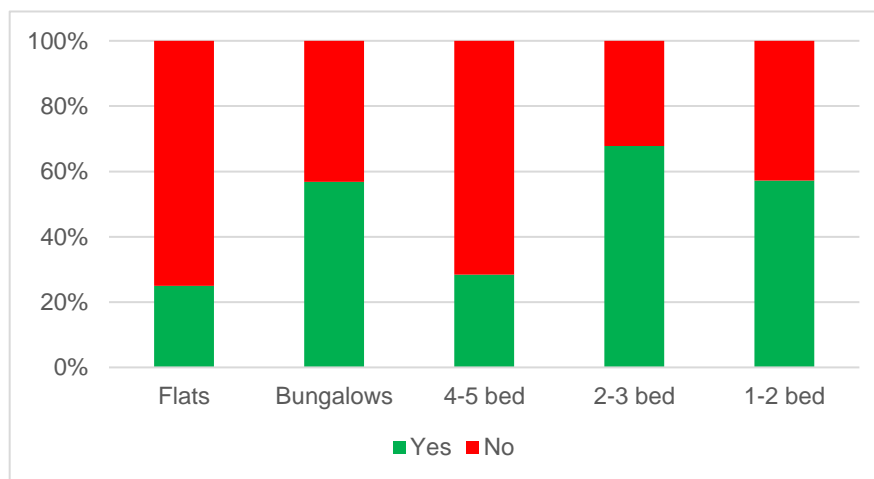
- c Assessing the numbers of new houses proposed was difficult, both because the Windfall Sites Only choice was not a numerical value and the other

numerical choices were ranges not specific numbers. The mean number suggested by the 13 respondents using the range choices 0 to 200 was 95. Assuming that the 7 respondents selecting the Windfall Sites Only option based this on the house numbers in Question 10, it could be concluded that the mean number of additional houses needed, as suggested by all 20 respondents, was 65.

- d The 7 remaining respondents gave another number for additional houses with a mean of 380 (median 300, range 200-1000).

5.18 Question 13 - *What type of housing should any future developments include (tick any that apply)?*

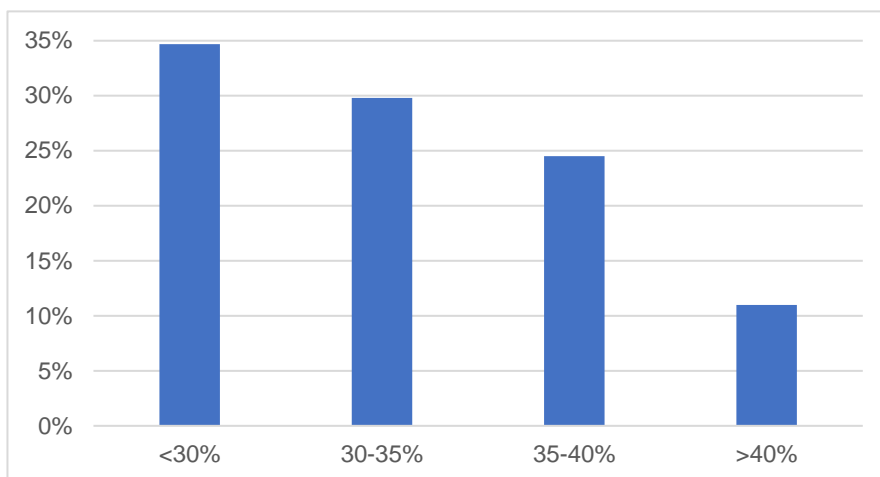
- a 82.5% (236 respondents) replied to this question.
- b The 5 choices offered were Flats; Bungalows; 4-5 bed houses; 2-3 bed houses; and 1-2 bed houses. The results are shown in the table on the next page.
- c The need for 2-3 bed houses was supported by two-thirds of respondents and for bungalows and 1-2 bed houses supported by over half.
- d Under a quarter supported the need for flats and 4-5 bed houses.



5.19 Question 14 - *What level of affordable housing should any future developments contain (the Eastleigh Borough standard is 35%)?*

- a 85.7% (245 respondents) replied to this question.
- b The 4 choices offered were: Less than 30%; 30-35%; 35-40%; and Other, with respondents being asked to provide the number.
- c 35 respondents provided a specific percentage for affordable housing and of these 8 were less than 30 and have been added to the 77 respondents who chose less than 30%. For the remaining 27 respondents who provided

a specific percentage the mean was 61% (median 50%, range 45-100%). The results are shown in the table below.



- d Almost two-thirds felt that less than the Borough standard for affordable housing was required. This is a surprising result but may have been a product of the age distribution, and hence possibly home ownership, of the respondents.

5.20 There was a total of 831 comments, which are all shown in Appendix 7.

- a These were divided into 70 sub-groups and 1 group of single comments that did not fit any of the other sub-groups.
- b Only 11 of the sub-groups had 20 or more comments, these being:

i	Reduce traffic (cars and HGVs) in central Botley, roads too congested	137	16.6%
ii	Bypass not necessary, just traffic calming and divert HGVs	58	7.1%
iii	Reduce pollution	55	6.7%
iv	Improve vehicle and pedestrian safety in central Botley	39	4.8%
v	Better access to healthcare	31	3.8%
vi	Retain Village ethos	27	3.2%
vii	No more development	26	3.1%
viii	More shops, improve shopping and visitor experience	21	2.5%
ix	Reduce and/or enforce speed limit on appropriate roads	21	2.5%
x	Reduce and/or enforce weight limits or limits at specific times on appropriate roads	21	2.5%

xi	Southern end of Bypass to go further to the east to reach Tollbar Way, as the route to the M27	20	2.4%
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6 Conclusions from 2017 Public Exhibition

- 6.1 In September 2017 there was a 2-day public exhibition concerning the on-going development of the Botley Neighbourhood Plan. 191 residents attended but unfortunately their individual comments have been lost. However, a summary of the comments was produced at the time. The summary can be found in Surveys Appendix 5 page 8.
- 6.2 There were three groups of comments relating to:
- a Footpaths - these should retain their rural character and not be hemmed in. Creation of two specific footpaths was suggested, these being from Brook Lane to Botley Recreation Ground and alongside the river in the Uplands Farm development.
 - b Effects of the Bypass - traffic needs to be encouraged to use the Bypass, traffic calming to stop the use of rat-runs and to prevent speeding in Kings Copse Avenue will be needed.
 - c Services - adequate services to support all the new residents, for example healthcare and youth facilities, will be required.

7 2019 Traders' Survey

- 7.1 During July and August 2019, a consultation exercise was undertaken with Traders in the High Street and at the Botley Mills, to ascertain views on current issues, how businesses might be affected by the Botley Bypass, and what they might need to thrive in future. Traders were given a questionnaire and leaflet (shown in Appendix 1 page 14-16).
- 7.2 Ten responded by email and two attended a drop-in session at the Bugle Inn (one of these was able to represent the views of many of the Traders at the Botley Mills)
- 7.3 The main points that emerged from these consultations were:
- a The challenge, in the face of retail migrating online, is to ensure that there is an accessible and enjoyable Village environment, which is cleaner and quieter.

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- b Passing trade is important and needs to continue, so do not prevent through traffic, but better parking in and around the Square is essential for businesses to thrive.
- c In the future many customers will choose to come to the shops because of their specialised nature and based on advertising and recommendation.
- d Access for deliveries to businesses in and around the Square is essential.
- e During both the construction of the Bypass and the development of the Square there must be minimal disruption to trade.
- f Redesign of the Square is needed in order to provide:
 - i good access by foot, bicycle, bus and car
 - ii more public seating with less noise and airborne pollution
 - iii adequate car parking for both staff and customers
 - iv better integration of the Square with the Botley Mills.

7.4 The full report of the 2019 Traders Survey, including the Traders' comments, is shown in Surveys Appendix 4 pages 5-13

8 Conclusions from 2019 Community Consultation & 2020 Public Meeting

8.1 In July 2019 an article laying out the draft Vision & Objectives was published in the Botley News, which is delivered to every household in the Parish. Residents were encouraged to give their comments. A copy of the article is in Surveys Appendix 1 page 17-18. Further encouragement to provide feedback was given in articles in the Botley Bridge, the Botley News, flyers on Parish noticeboards and posts on social media sites. The consultation process continued till the end of November 2019. 85 comments were received.

8.2 In January 2020 two public exhibitions of the draft Vision & Objectives were held. A total of 63 residents attended and made a total of 93 comments.

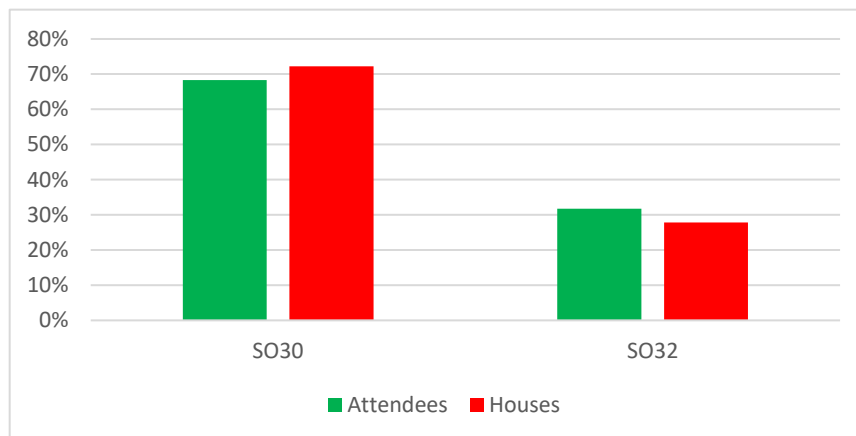
- a The 63 residents were drawn from an estimated population over the age of 18 years of 4857 attended, a 1.3% attendance rate, and;
- b The 63 residents occupied 50 of the 2798 dwellings in the Parish, so represented 1.8% of dwellings.

8.3 Although it was not possible to determine if comments from the two different consultations were expressed more than once by the same person the comments have been amalgamated and analysed as a single group. There were 178 comments, which were divided into 41 groups of related comments leaving only

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one unaligned comment. Both the comment groups and all the comments can be found in Surveys Appendix 5 pages 9-18.

- 8.4 The Parish lies partly within the SO30 postal area (central and western Botley) and partly within the SO32 postal area (northern Botley). The distribution of post codes for the residents attending the January meetings for SO30 were slightly below and for SO32 slightly above the number expected from the distribution of houses (housing numbers correct for November 2019). The results are shown in the table below.



- 8.5 Comments regarding the draft Vision & Objectives led to 5 new Community Aspirations and modification of one other Community Aspiration. No changes were made to the Neighbourhood Plan Objectives.
- 8.6 Only 5 comment groups contained comments made by more than 5% of the total, these being:
- Traffic calming, vehicle speed and weight limits (24 comments, 13.4%);
 - Preserve and enhance green spaces (14 comments, 7.9%);
 - General comments on the Objectives (13 comments, 10 supportive and 3 critical, 7.3%);
 - Improve or construct new pavements (11 comments, 6.2%), and;
 - Crossing points and crossing the road safely (10 comments, 5.6%).

Approved Botley Parish Council

Version v7

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