

## The Future of Warborough and Shillingford

Since April 2012 local communities have been able to produce Neighbourhood Plans, putting in place legally binding planning policies for the future protection, development and growth of their neighbourhood. At an open meeting in June this year, our community decided to take this opportunity to develop a plan that meets the needs of local villagers.... that means you!

To begin shape the future, let us know what you think about:

	Important	Not Important	Don't Care
1. The Green as an open community space			
2. Development that meets the needs of our community			
3. Development that is 'in keeping' with the nature of our two villages			
4. Transport links & traffic management			
5. School facilities			
6. Protection of landscape & views			
7. Renewable energy			
8. Community businesses (eg pub, shop, Post Office)			
9. A strategic review of community managed assets eg buildings, open spaces, playgrounds, to meet village needs			
10. Sustainable viability of village infrastructure eg connectivity, sites, parking, aesthetics			

Anything we haven't mentioned? Please let us know what is important to you.

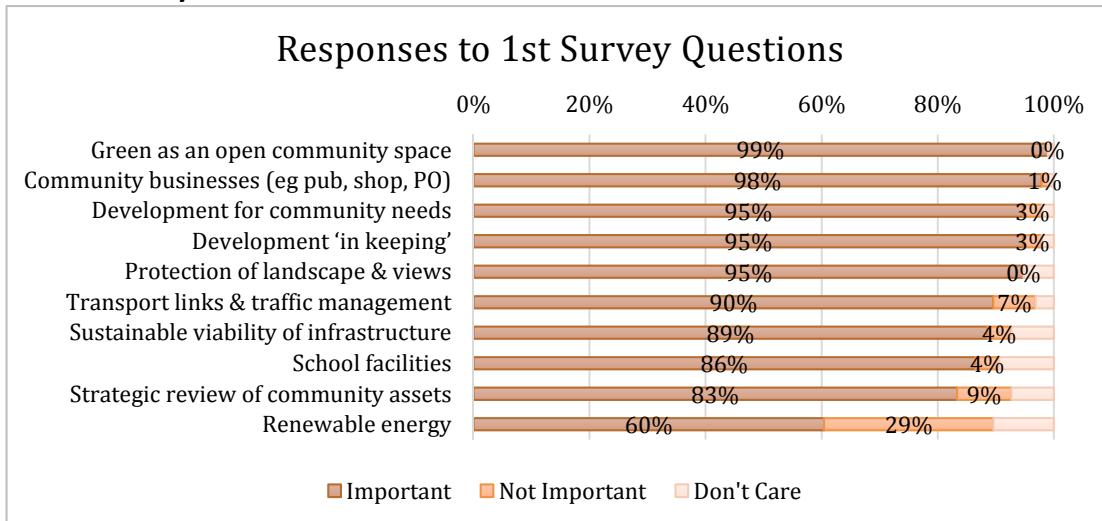
Please join us to discuss your thoughts at a Neighbourhood Plan Drop-In on **Saturday December 12, 2015 12-2pm at The Greet Hall**.

Members of the Neighbourhood Plan Steering Group will be there to hear your views over a cup of tea and answer any questions you may have. You can bring this form with you then (or we'll have extras!), email it to [wandsplan@googlegroups.com](mailto:wandsplan@googlegroups.com) or post it to the Greet Hall.

If you want to be involved or have any queries, please contact Laurie Kosobucki [laurie.kosobucki@gmail.com](mailto:laurie.kosobucki@gmail.com) 859966 or Kate Croudace 858014 [kmc@btinternet.com](mailto:kmc@btinternet.com)



## 1<sup>st</sup> Survey Results



## Comments:

### Themes

Housing Development  
Transport  
Community Facilities  
Environment  
Infrastructure

### Main topics; also mentioned

sites, size and type, style, for a cross section of the community  
school parking, green parking, traffic; bus service  
Support for existing, café, 2 village halls?; youth/sports facilities  
Protect/preserve, 'in keeping'; flooding, gravel, pollution  
footpaths, lighting; walks, broadband

<b>H = Housing development (50 comments)</b> Main topics: <ul style="list-style-type: none"><li>• Housing sites small or large</li><li>• Affordable/smaller/starter/downsize/retirement housing</li><li>• Development "in keeping" with the village setting</li><li>• Controlled mixed development for cross section of the community</li></ul>	<b>T = Transport (38 comments)</b> Main topics: School parking Parking on the Green Traffic calming/control Also mentioned: Bus service
<b>CF = Community Facilities (23 comments)</b> Main topics: <ul style="list-style-type: none"><li>• Importance of existing community facilities - Shop, Six Bells, Church, Parish mag. and community e-mail</li><li>• More facilities – Coffee/tea shop plus other items</li><li>• Review of the need for both the Greet Hall and St Laurence Hall</li></ul> Also mentioned: <ul style="list-style-type: none"><li>• Youth and sport facilities</li></ul>	<b>ENV = Environment (19 comments)</b> Main topics: Protection and preservation of the rural charm and surroundings Development not to be overwhelming and "in keeping" Also mentioned: Flooding – Flood plain and ditches Gravel extraction Pollution
<b>I = Infrastructure (15 comments)</b> Main topics: <ul style="list-style-type: none"><li>• Footpaths - Provision, condition and use</li><li>• Lighting – To footpaths/roads</li></ul> Also mentioned: <ul style="list-style-type: none"><li>• Surrounding walks</li><li>• Broadband</li></ul>	<b>E = Energy (5 comments)</b> Few comments No strong views and mixed opinions

# **WARBOROUGH AND SHILLINGFORD**

## **NEIGHBOURHOOD PLAN COMMUNITY QUESTIONNAIRE REPORT**

AMENDED FINAL DRAFT 1.9.16



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## CONTENTS

<b>Introduction and Rationale</b>	<b>p. 2</b>
<b>Distribution and Response</b>	<b>p. 2</b>
<b>Summary of Findings</b>	<b>p. 3</b>
<b>Summary of local affordable housing need</b>	<b>p. 7</b>
<b>Detailed results:</b>	
<i>Section 1 - Your village household</i>	<b>p. 9</b>
<i>Section 2 - Living and Working in Warborough and Shillingford</i>	<b>p. 12</b>
<i>Section 3 - Does your whole household or any person/s in your household need a new home in Warborough?</i>	<b>p. 33</b>
<b>Summary of comments</b>	<b>p. 39</b>

## INTRODUCTION AND RATIONALE

Warborough and Shillingford is currently preparing a Neighbourhood Plan. As part of its evidence gathering process, the Neighbourhood Plan Steering Group commissioned Community First Oxfordshire (CFO) to conduct a community questionnaire survey in April 2016. CFO is a charity that works with and supports communities across the county and has long-standing expertise in helping communities with consultation strategies.

The survey gave all households in the parish the opportunity to express an opinion on various community issues (including parking, traffic, infrastructure and housing development) and to register their own housing need, should they have one.

The survey had three sections. All households were asked to complete Section 1: *Your village household* and Section 2: *Living and working in Warborough and Shillingford*. Section 3 asked households living in Warborough which need a different home in the parish to state their requirements.

## DISTRIBUTION AND RESPONSE

- CFO, liaising with Warborough and Shillingford Neighbourhood Plan Steering Committee (NPSC), prepared the survey content.
- The NPSC arranged distribution of surveys to 433 households in April 2015.
- 256 questionnaires were collected by the NPSC in sealed envelopes and passed to CFO or returned directly to CFO by respondents via pre-paid *Freepost* envelopes: **a response rate of 59%**.
- CFO analysed the returned surveys and prepared this report.
- No information is known about the non-respondents, and no assumptions have been made about their opinions.

## SUMMARY OF FINDINGS

The report gives a detailed breakdown of answers to all survey questions. The following is a selection of findings.

### SECTION 1- Your village household

86% of respondents (221 out of 256) are home-owners (with or without mortgage)

The largest proportion- 52%- of respondents (133 out of 254) live in detached houses

### SECTION 2- Living and working in Warborough and Shillingford

The biggest concern about parking in the parish is for the school- 44% of respondents (106 out of 242) have concerns every day

Top three traffic concerns (in order of number of respondents):

- Speeding by the school- 44% of respondents (102 out of 234) are extremely concerned
- Speeding on A329 bends in Shillingford- 34% (78 out of 231)
- Speeding by St. Laurence Hall- 30% (68 out 229)

Most popular solutions for speeding concerns (total of first and second choices):

- North End- Your Speed in Lights (74 out of 231 respondents)
- Greet Hall- Your Speed in Lights (59 out of 231 respondents)
- St Laurence Hall- Your Speed in Lights (56 out of 231 respondents)
- School (current parking)- 20mph limit (68 out of 231 respondents)
- School (off-road parking)- Your Speed in Lights (61 out of 231 respondents)
- The Green- Do Nothing (75 out of 231 respondents)
- Bends in Shillingford- Your Speed in Lights (66 out of 231 respondents)
- A4074- Your Speed in Lights (74 out of 231 respondents)

Top three solutions to address school parking:

- Off-street parking adjacent to the school (average rank of 1.8 out of 7)
- Off-street parking  $\frac{1}{4}$  mile from the school (average rank of 3.4 out of 7)
- Road markings on A329 (average rank of 3.7 out of 7)

Top three community assets used every day:	85% of respondents (216 out of 254) support investigations into alternative premises for the Shop and Post Office
• Walks- 30% of respondents (71 out of 240) • The Green- 25% of respondents (60 out of 239) • Bridleways- 20% of respondents (46 out of 227)	

Top three things that a new Shop/Post Office should achieve:	31% of respondents (77 out of 248) would like to explore an alternative to the Greet Hall facilities
• To maintain current services (average rank of 1.7 out of 5) • To be close to the current Shop/Post Office (average rank of 2.0 out of 5) • To maintain independent ownership (average rank of 2.6 out of 5)	

Top three things that a new Greet Hall should achieve:	Respondents agree that the Neighbourhood Plan should discuss enhanced community facilities to:
• Enhanced parking (average rank of 2.3 out of 5) • Proximity to other facilities (average rank of 2.8 out of 5) • Adult exercise space (average rank of 3.2 out of 5)	• St Laurence Hall- 78% of respondents (191 out of 240) • St Laurence Church- 64% of respondents (144 out of 225)

86% of respondents (213 out of 248) would support improvements to footpaths	The most popular solution for footpath lighting was to do nothing- 53% of respondents (109 out of 207) agreed strongly
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Top three facilities for requiring renovation (in order of number of respondents):	Top three village improvements overall:
• The Green Playground- 64% of respondents (68 out of 106) • The Hammer Lane Playground- 74% of respondents (53 out of 72) • The Green- 67% of respondents (47 out of 70)	• Traffic (average rank of 2.5 out of 7) • Viable premises for Shop/Post Office (average rank of 2.5 out of 7) • Parking (average rank of 2.8 out of 7)

39% (93 out of 237 respondents) would like to see housing provision on infill plots	36% (87 out of 245 respondents) would like to see a maximum of 6-10 new houses
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Top three types of accommodation that respondents think are required:

- Small starter homes- 66% of respondents (154 out of 234) thought this a high priority
- Homes for the elderly- 46% of respondents (106 out of 232) thought this a high priority
- Affordable housing - 42% of respondents (93 out of 222) thought this a high priority

Top three criteria considered most important for selecting a new site for housing:

- Inside the village envelope (54 out of 237 respondents)
- Number of dwellings- (54 out of 237 respondents)
- Minimised impact on flooding- (50 out of 237 respondents)

Top three criteria considered most important for design and layout of new housing:

- Quality of design (77 out of 236 respondents)
- Sufficient parking (71 out of 236 respondents)
- Minimise impact on open views (65 out of 236 respondents)

### **SECTION 3- Does your whole household or any person/s in your household need a new home in Warborough or Shillingford?**

45% of respondents (28 out of 62) are intending to move to another home in the parish in the next 5 years

13% of respondents (8 out of 62) wish to move to another home in the parish in the next 5 years but cannot

Top three reasons for needing a new home in Warborough/ Shillingford:

- Wish to downsize in 2+ years- 28% of responses (15 out of 54)
- Want to start first home- 26% of responses (14 out of 54)
- To be near family- 24% of responses (13 out of 54)

Top three reasons preventing households from moving:

- A lack of suitable housing- 74% of responses (29 out of 39)
- Unable to afford to buy new home- 38% of responses (15 out of 39)
- A lack of affordable private rented properties- 15% of responses (6 out of 39)

34% of respondents (19 out of 56) are interested in building their own home in the parish

18% of respondents (9 out of 50) are intending to extend their current home

The first choice preference for housing tenure is self-ownership- 49% of responses (45 out of 92)

Top 3 type of homes needed:

- Detached house- 62% of responses (31 out of 50)
- Detached bungalow- 34% of responses (17 out of 50)
- Semi-detached bungalow- 24% of responses (12 out of 50)

10 respondents have mobility or other care/ support needs which affect the type of home needed

5 respondents have a supported housing need

## SUMMARY OF LOCAL AFFORDABLE HOUSING NEED

### Indicative Local Housing Need

Applying residency criteria (see below) and ownership criteria (homeowners are generally not eligible for affordable housing) to survey responses:

Size of house needed	Number of households	Number currently on Housing Register
One-bed	3	0
Two-bed	4	0
Three-bed	3	0
Four-bed	0	1
<b>TOTAL</b>	<b>10</b>	<b>1</b>

#### **IMPORTANT NOTE: THE BREAKDOWN IS INDICATIVE**

Not all households are on the Housing Register. A household's needs would require full analysis of its circumstances through a Housing Register application. There are restrictions on the number of bedrooms that someone is considered eligible for, depending on the make-up of the household and whether the home is rented or purchased on a shared ownership basis.

### What is affordable housing?

Social rented and shared ownership are examples of types of affordable housing.

### How does the District Council allocate affordable housing?

The allocation of homes is made by South Oxfordshire District Council and subject to an assessment of a household's needs. A household must be on the SODC Housing Register to be eligible for these homes

#### **South Oxfordshire District Council and Vale of White Horse District Council- Housing Allocations Policy**

Available at: <http://www.southoxon.gov.uk/services-and-advice/housing/join-housing-register-and-find-home>

#### *13.3 New Build Developments and "Strong" Local Connection*

The councils will endeavour to use the flexibilities introduced by the Localism Act 2012 to enable local people to access developments in their parish whilst still giving due weight to the requirement to allocate housing in accordance with the reasonable preference categories.

To facilitate this, the council will adopt a target that aims to ensure that 20% of new build lettings, that are not rural exception sites or developed for a particular client group, are offered in the first instance to people with a strong local connection to that parish and who have a housing need as defined by the Allocations Policy (i.e. they are on the active Register).

Some schemes have distinct agreements setting out what the local connection requirements are for that scheme. These rules are often written into the Section 106 agreement. For schemes that do not have a separate agreement, the definition contained in section 13.3.1 will be used to determine local connection for these schemes.

#### *13.3.1 Definition of Strong Local Connection for Purposes of Determining Priority for New Build Schemes*

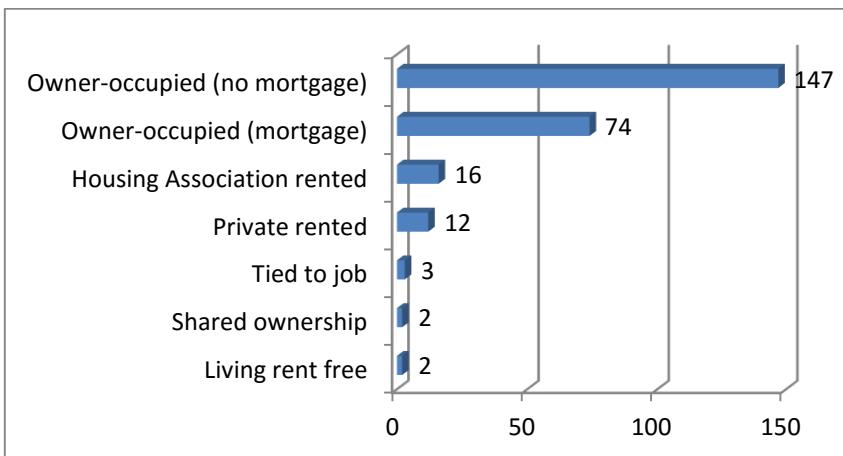
For these purposes, a strong local connection is:

- where the applicant(s) have lived in the parish for five years out of the last 8 and are currently resident there.
- where the applicant(s) had previously lived in the parish for at least 5 years and their parents or children still live there and have done for at least 10 years.

## Detailed Results Section One- your village household

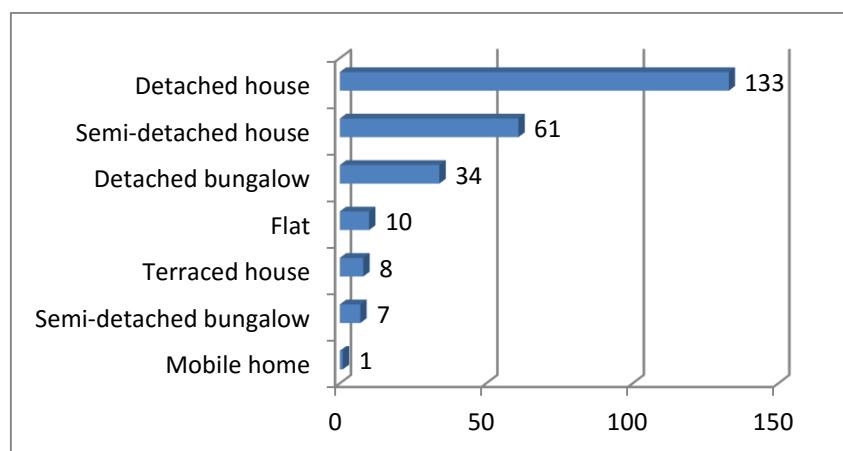
### 1. Is your present home...?

**256 respondents**



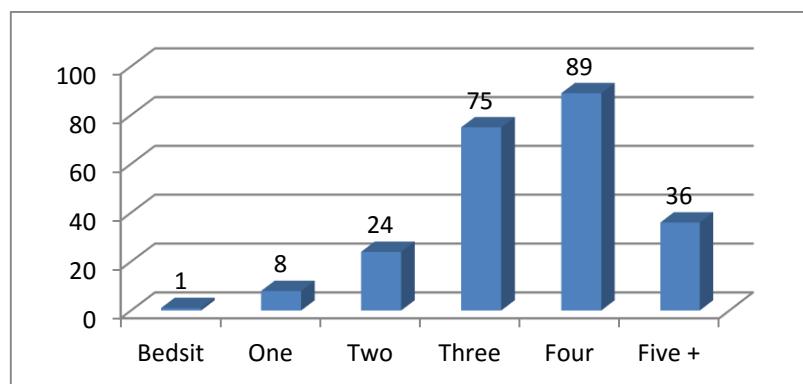
### 2. What type of property is your home?

**254 respondents**



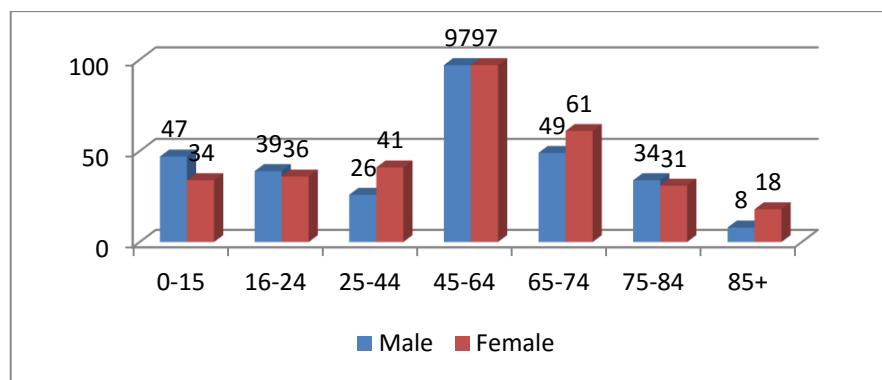
### 3. How many bedrooms are in your current home?

**233 respondents**



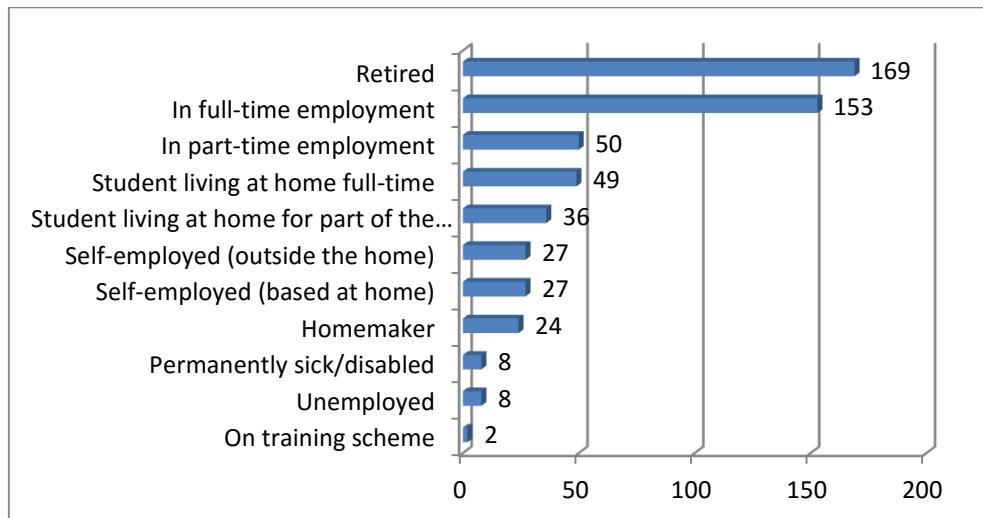
**4. How many people of each age and gender live in your household?**

**252 respondents – 618 individuals**



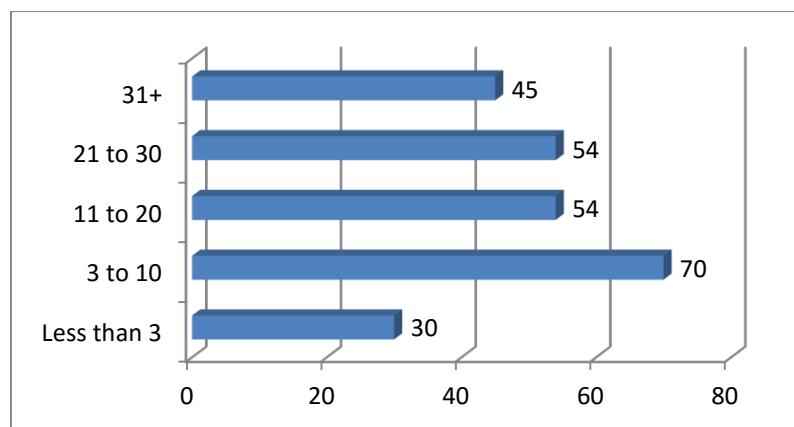
**5. How many people in your household are...?**

**252 respondents - 553 individuals**



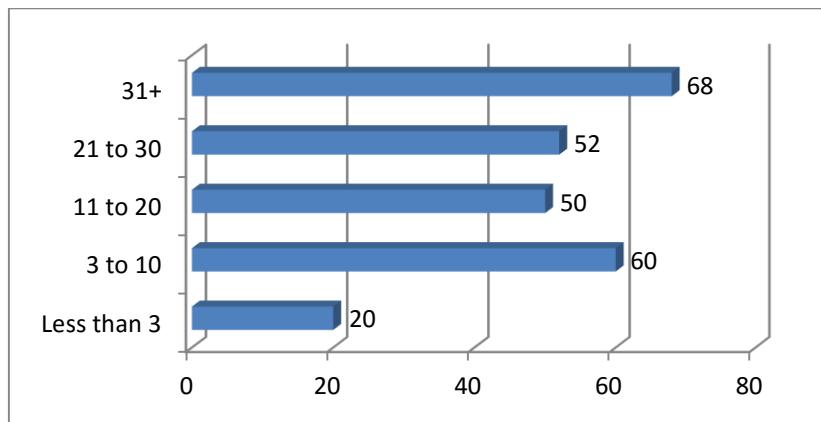
**6. How many years have you lived in your current Warborough home?**

**253 respondents**



**7. How many years have you lived in Warborough parish?**

**250 respondents**



**8. Provide details of any members of your household who have left the parish in the last 5 years.**

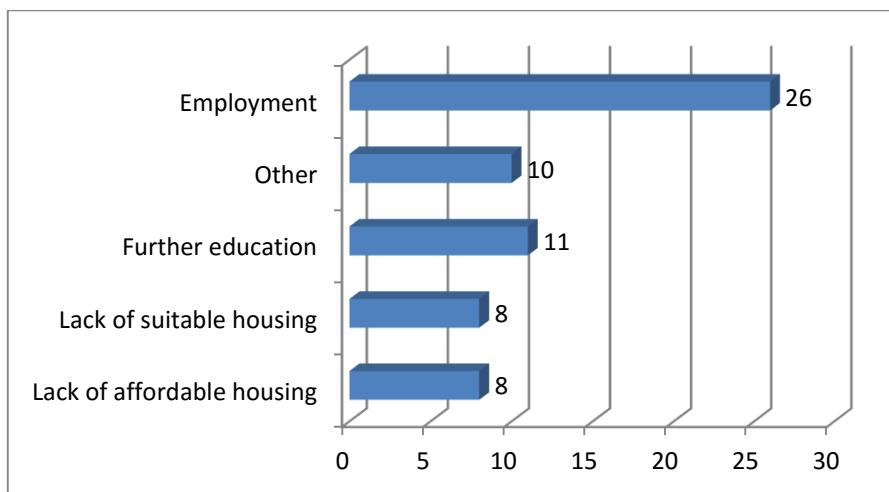
**42 respondents**

How many individuals in total have left those 42 households?

**53 individuals**

Why did they leave?

**63 total reasons**



**Other -10**

Bought a house elsewhere	3	Moved abroad	2
Divorce	2	Marriage	1
Moved out	1	Joined army	1

**9. If any people have joined your household in the last 5 years, how many were those returning from having lived away for more than 1 year?**

**10 respondents**

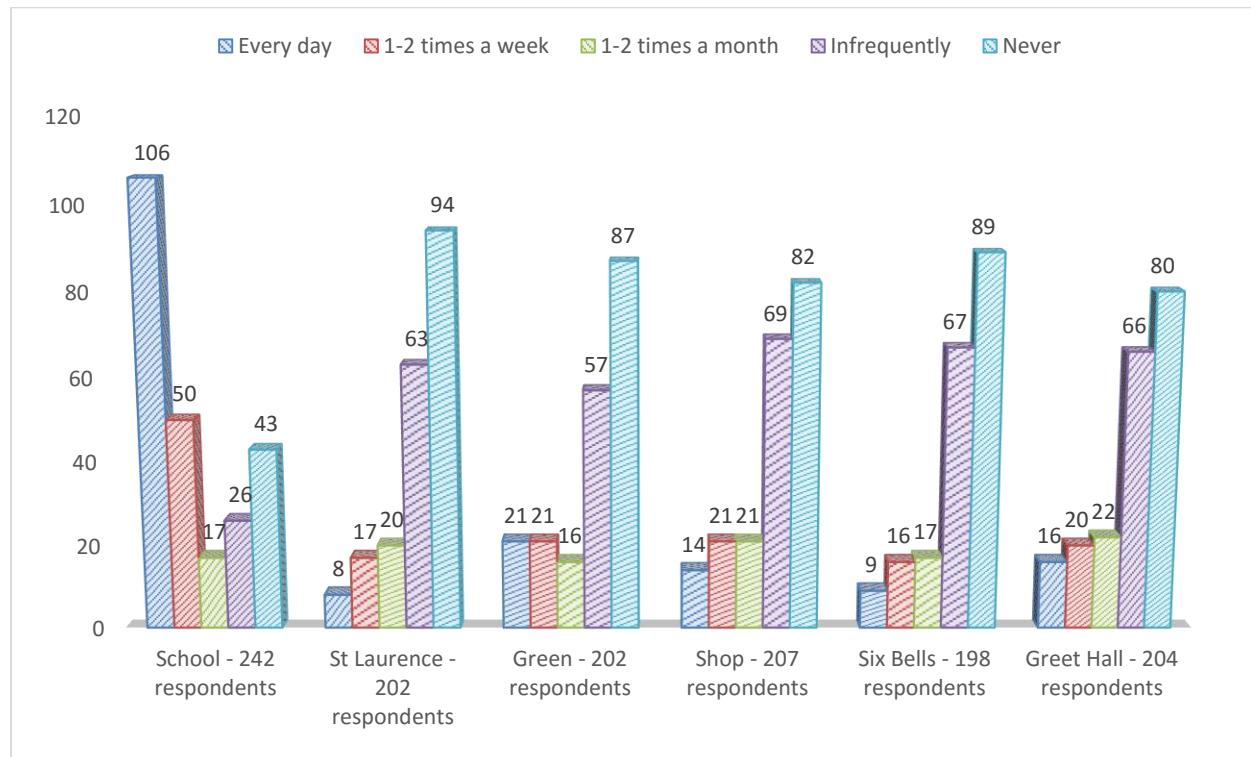
**13 total individuals have returned to these 10 households**

## Detailed Results

### Section Two- Living and working in Warborough and Shillingford

#### Parking and traffic

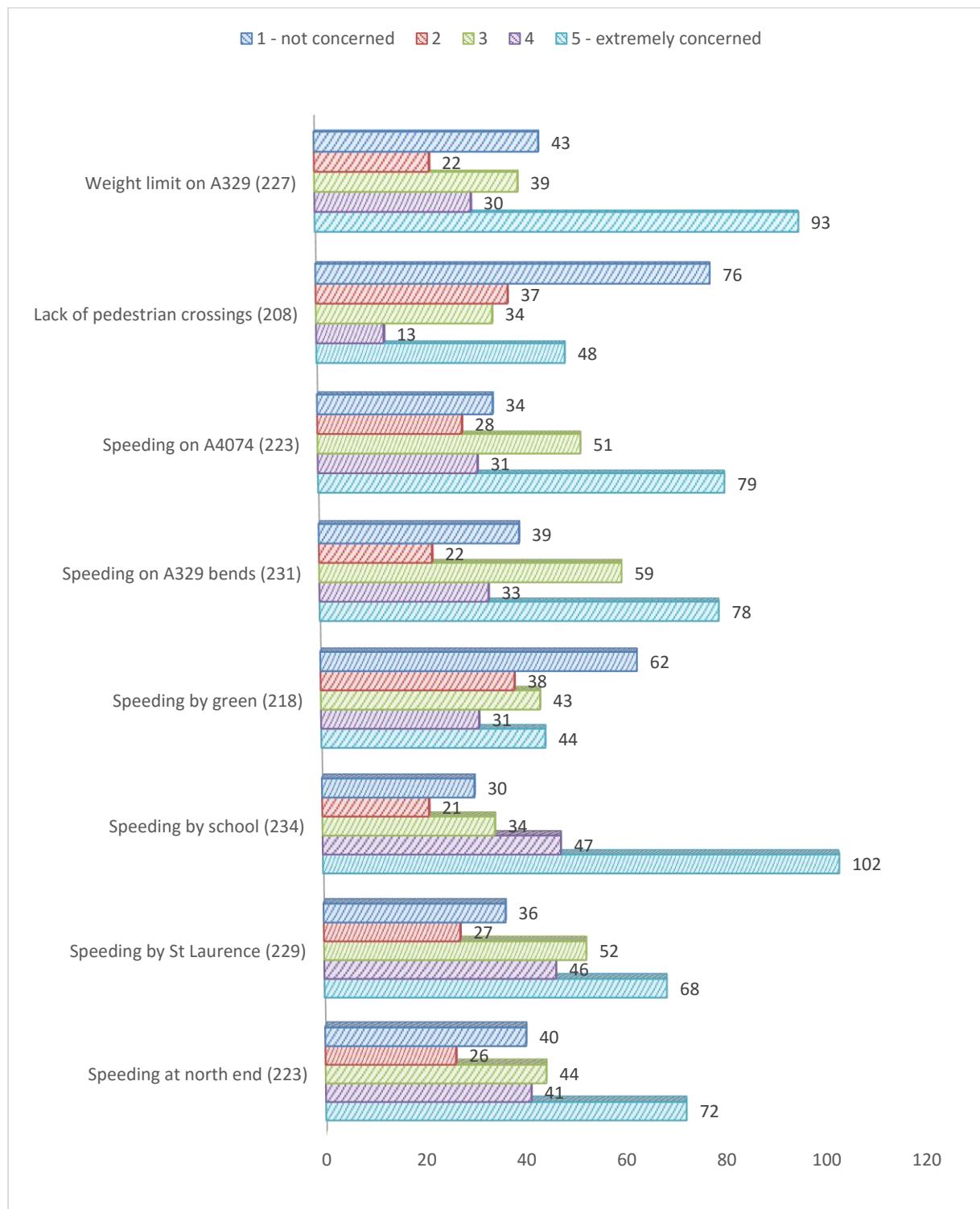
**10. How often do you have concerns about parking in the parish?** **252 respondents**



<b>Other - 7</b>			
The Wharf	3	The Church	2
Thame Road	1	Entrance to Warborough Road	1

## 11. What are your traffic concerns?

254 respondents (*individual response numbers in brackets below*)



<b>Other - 56</b>			
Crossing needed by Kingfisher (busy road)	16	Crossing needed by village shop (busy road)	8
Crossing needed at by school (busy road)	7	Entrance to Warborough Road	1
A329 bends, Shillingford	4	Speeding on Wallingford Road	3
Speeding on Thame Road	3	Speeding from roundabout to Shillingford Bridge	2
HGV traffic	2	Speeding outside shop	1
Overtaking on Wallingford Road	1	Crossing needed near north end of Warborough (busy road)	1
Corner of Thame Road and New Road	1	Cars illegally exiting Warborough Road onto A4074	1
Warborough Road cut-through	1	Between shop and village hall	1
Speeding near Greet Hall	1	Speeding on Wharf Road	1
A4074 junction with Warborough Lane and Wharf Road	1		

**12. For speeding concerns, indicate your 2 preferred solutions per area. 231 respondents**

*Green = highest score, yellow = second highest score*

		Do nothing	Chicane	Flashing speed limit	Your speed in lights	20 mph	Speed camera	Speed humps	Other
North end	Top choice	18	43	23	40	22	22	12	7
	Second choice	4	7	27	34	5	10	8	
	Total	22	50	50	74	27	32	20	7
Greet Hall	Top choice	48	4	24	32	28	11	14	5
	Second choice	5	1	28	27	7	8	4	
	Total	53	5	52	59	35	19	18	5
St Laurence Hall	Top choice	42	2	19	30	36	17	21	4
	Second choice	7	3	20	26	7	7	7	
	Total	49	5	39	56	43	24	28	4
School (if current parking)	Top choice	20	3	19	28	57	26	29	6
	Second choice	3	6	17	32	11	13	10	
	Total	23	9	36	60	68	39	39	6
School (if off road parking)	Top choice	16	8	19	33	49	26	23	4
	Second choice	1	3	27	28	11	9	13	
	Total	17	11	46	61	60	35	36	4
Green	Top choice	70	2	2	7	49	2	37	1
	Second choice	5	3	6	6	16	1	19	
	Total	75	5	8	13	65	3	56	1
Bends in Shillingford	Top choice	41	5	18	39	37	15	21	5
	Second choice	5	3	22	27	5	8	3	
	Total	46	8	40	66	42	23	24	5
A4074	Top choice	33	7	21	46	12	48	12	5
	Second choice	2	4	25	28	6	10	3	
	Total	35	11	46	74	18	58	15	5

<b>Other - 31</b>			
White gates at village entrances	5	Drop-off area by school	4
Chicanes at all entrances and exits to village	2	Speed indicators painted on roads	2
Flashing speed indicator/ speed camera between roundabout and Shillingford Bridge	2	A4074 camera in built-up section	1
Bolder white lines	1	Dead Slow- Children Playing sign	1
Pedestrian crossing at Kingfisher	1	10mph at Green	1
No exit from Warborough Road	1	Shillingford by-pass	1
Speed camera sufficient	1	Speed camera at centre of village	1
Police action at Greet Hall and St Laurence	1	Double yellow lines	1
Move school	1	No speed humps	1
Zebra crossing between shop and school	1	Roundabout at north end of Warborough	1
Speed camera/ your speed in lights on Wallingford Road	1		

**13. How would you rate these suggestions to address school parking.**

**247 respondents**

*1 = most favoured preference, 7 = least favoured preference*

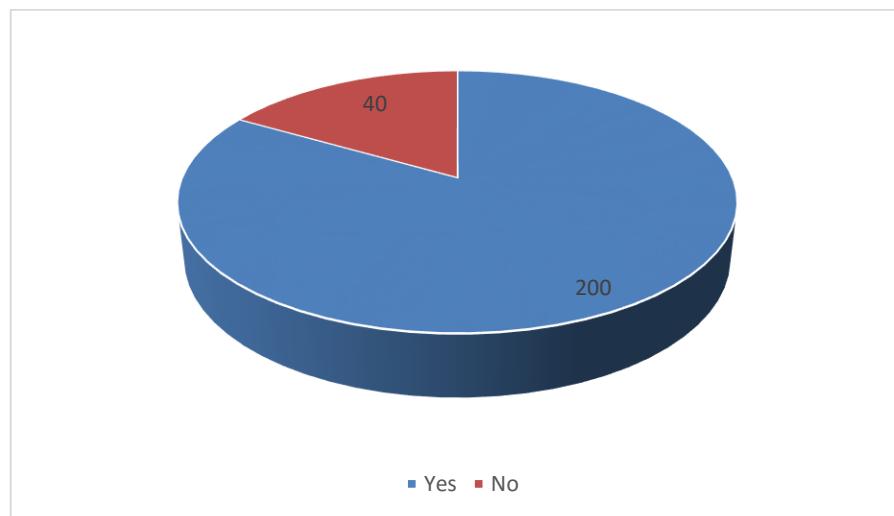
[SOME RESPONDENTS GAVE MULTIPLE 1<sup>ST</sup>, 2<sup>ND</sup>, 3<sup>RD</sup> ETC. PREFERENCES]

	No. of respondents ranking as most favoured preference	No. of respondents ranking as second favoured preference	No. of respondents ranking as third favoured preference	Average rank on a scale of 1-7 (based on all preferences)
Off-street parking at school	155	26	10	1.8
Off-street parking ¼ mile from school	14	62	30	3.4
Off-street parking ½ mile from school	11	7	42	4.5
Road markings on A329	32	34	32	3.7
Traffic lights on A329	6	8	9	5.6
Pull-in in front of school	41	27	19	3.9
Do nothing	12	8	6	5.8

<b>Other - 11</b>				
Walk to school	5	Educate parents about not driving to school		3
More public transport stopping at school	1	School to provide parking/ turning circle		1
Pursue Six Acre Field for parking	1			

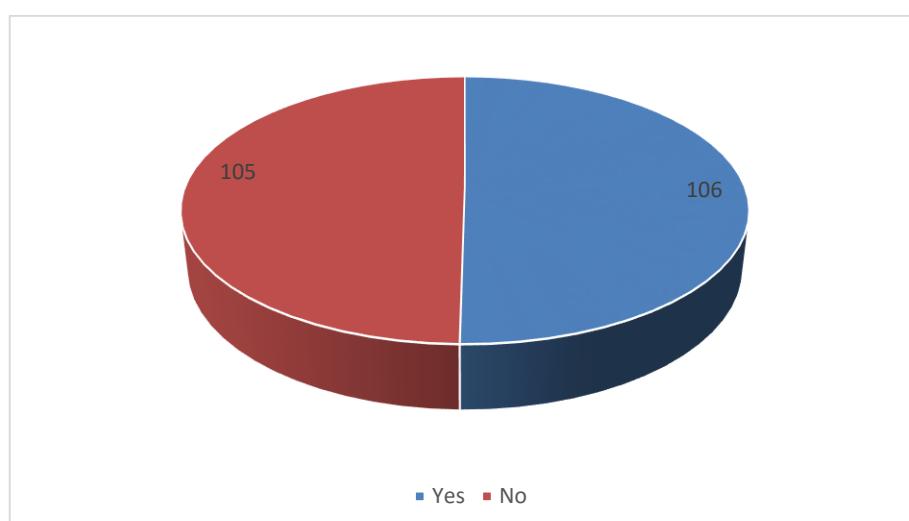
**14. Would you support sensitive improvements for parking for The Green and surrounds?**

**240 respondents**



**15. Do you support investigation into improved car parking for other areas of concern highlighted in question 10?**

**211 respondents**

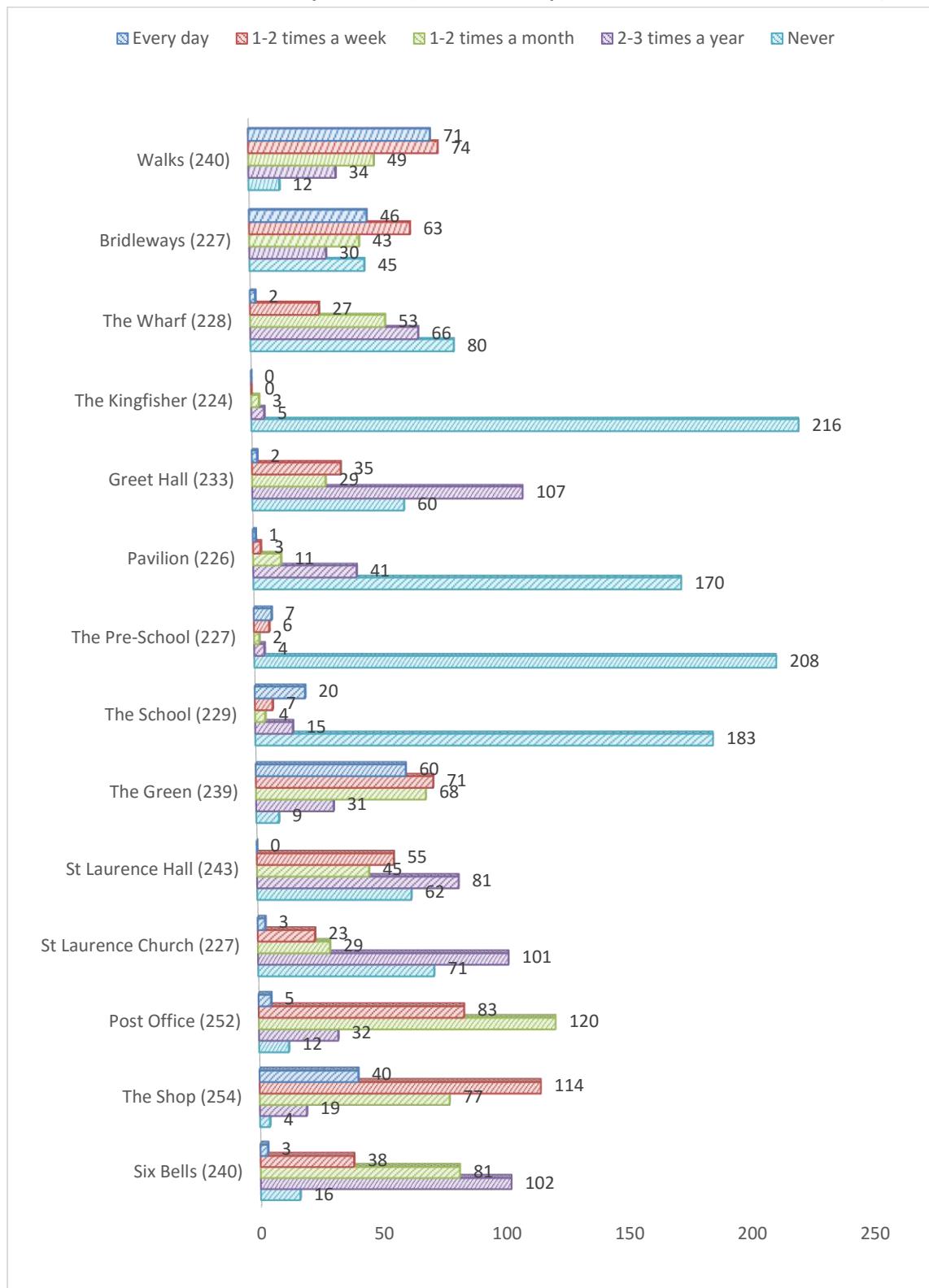


Other - 2			
Wharf Road	2		

## Community Assets

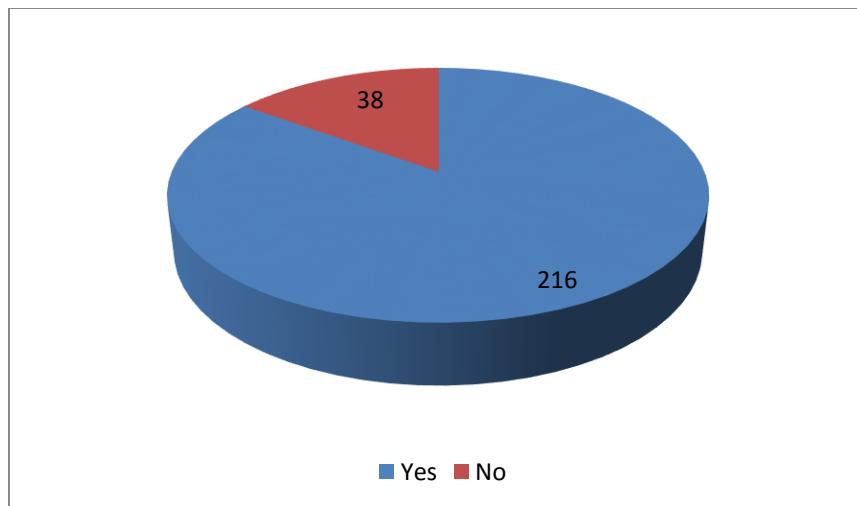
### 16. Which community assets do you use?

251 respondents (*individual response numbers in brackets below*)



Other - 14			
Tennis courts	4	Allotments	3
Playgrounds	2	Used to use more when children younger	2
Green Lane field	1	Dog walking	1
Green needs hard parking	1		

**17. Do you support investigations into alternative premises for the Shop and Post Office to help secure a viable long term commercial future?** *254 respondents*



**18. If you answered yes to Q17, please rank the top 5 things that a new facility should achieve.**

**217 respondents**

*1 = most important, 5 = less important*

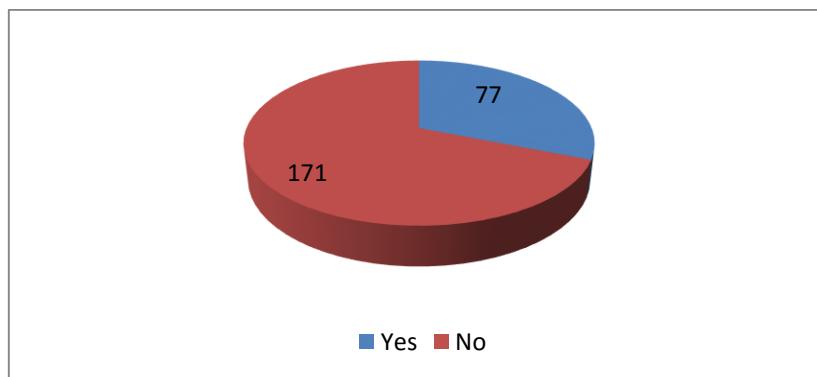
[SOME RESPONDENTS GAVE MULTIPLE 1<sup>ST</sup>, 2<sup>ND</sup>, 3<sup>RD</sup> ETC. PRIORITIES]

	No. of respondents ranking as most important priority	No. of respondents ranking as second most important priority	No. of respondents ranking as third most important priority	Average rank on a scale of 1-5 (based on all priorities)
Close to current Shop/PO	93	40	23	2.0
Enhanced parking	33	28	32	3.0
Facilities for coffee shop	18	22	38	3.4
A nice space to sit	18	14	17	3.4
Maintain current services	127	33	20	1.7
Maintain independent ownership	55	27	29	2.6
Avoid impacting the Green	51	24	20	2.7
Additional space for hire	9	3	18	3.9

**Other - 4**

Ensure it has a viable medium-term future	1	More competitive prices	1
Wider range of stock	1	A chain (e.g. Coop) would be better	1

**19. Would you like to explore an alternative to the Greet Hall facilities?    248 respondents**



**20. If you answered yes to Q19, please rank the top 7 things that a new facility should achieve.**

**92 respondents**

*1 = most important, 7 = less important*

*[SOME RESPONDENTS GAVE MULTIPLE 1<sup>ST</sup>, 2<sup>ND</sup>, 3<sup>RD</sup> ETC. PRIORITIES]*

	No. of respondents ranking as most important priority	No. of respondents ranking as second most important priority	No. of respondents ranking as third most important priority	Average rank on a scale of 1-7 (based on all priorities)
Proximity to other facilities	20	13	10	2.8
Enhanced parking	34	22	8	2.3
Facilities for coffee shop	5	8	13	4.3
A nice space to sit	3	11	7	4.3
Adult exercise space	16	15	17	3.2
Adult exercise equipment	8	9	13	3.6
Enhanced youth facilities	8	11	15	3.2
Shared with local school	14	14	10	3.2
Internet connectivity	9	6	8	3.4
Avoid hire-price increases	8	11	6	3.8
Improved facilities	5	3	5	4.1
Office space for hire	1	3	4	5.2

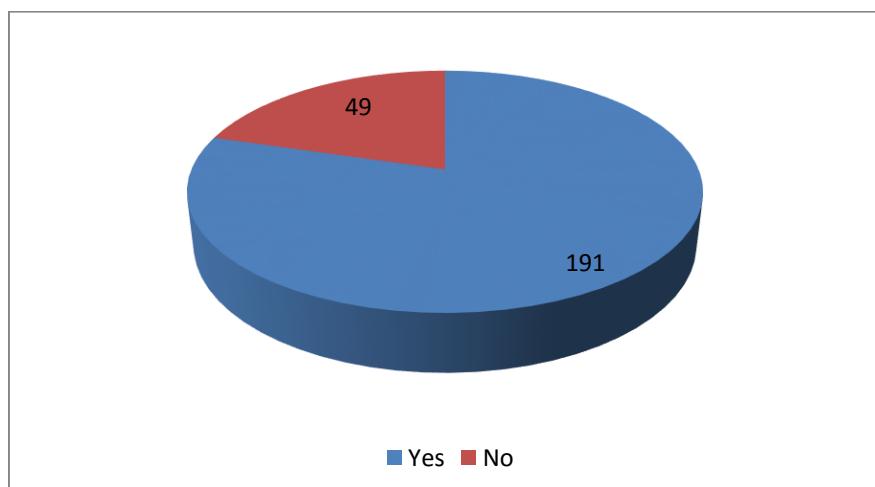
**Other - 18**

Indoor sports facilities (e.g. badminton, table tennis)	7	Youth Club	4
Stage	3	Good cooking facilities	2
Good projector and screen	1	Different-sized rooms to hire	1

**21. Do you agree that the Neighbourhood Plan should, together with the Parochial Council, discuss enhanced community facilities (with sensitive changes to the existing fabric) within:**

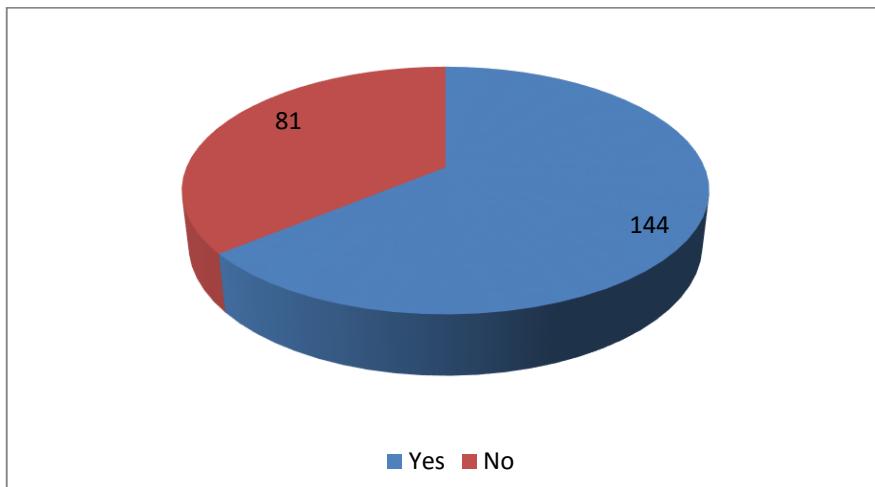
**St Laurence Hall?**

**240 respondents**



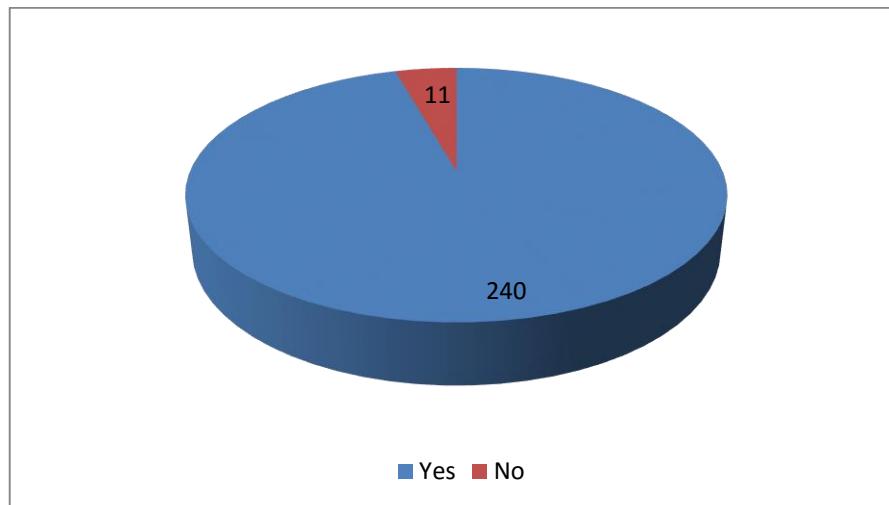
**St Laurence Church?**

**225 respondents**



**22. Would you support the registration of the Six Bells as an Asset of Community Value?**

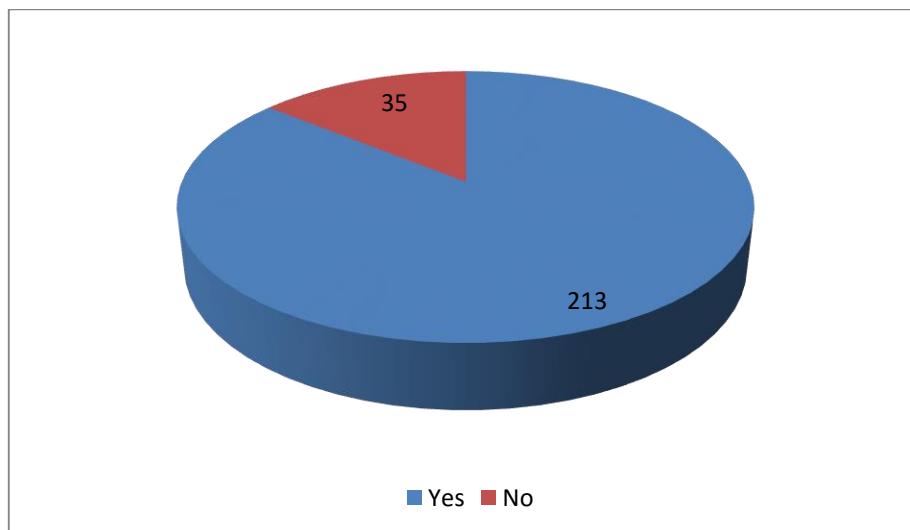
**251 respondents**



**Community Facilities**

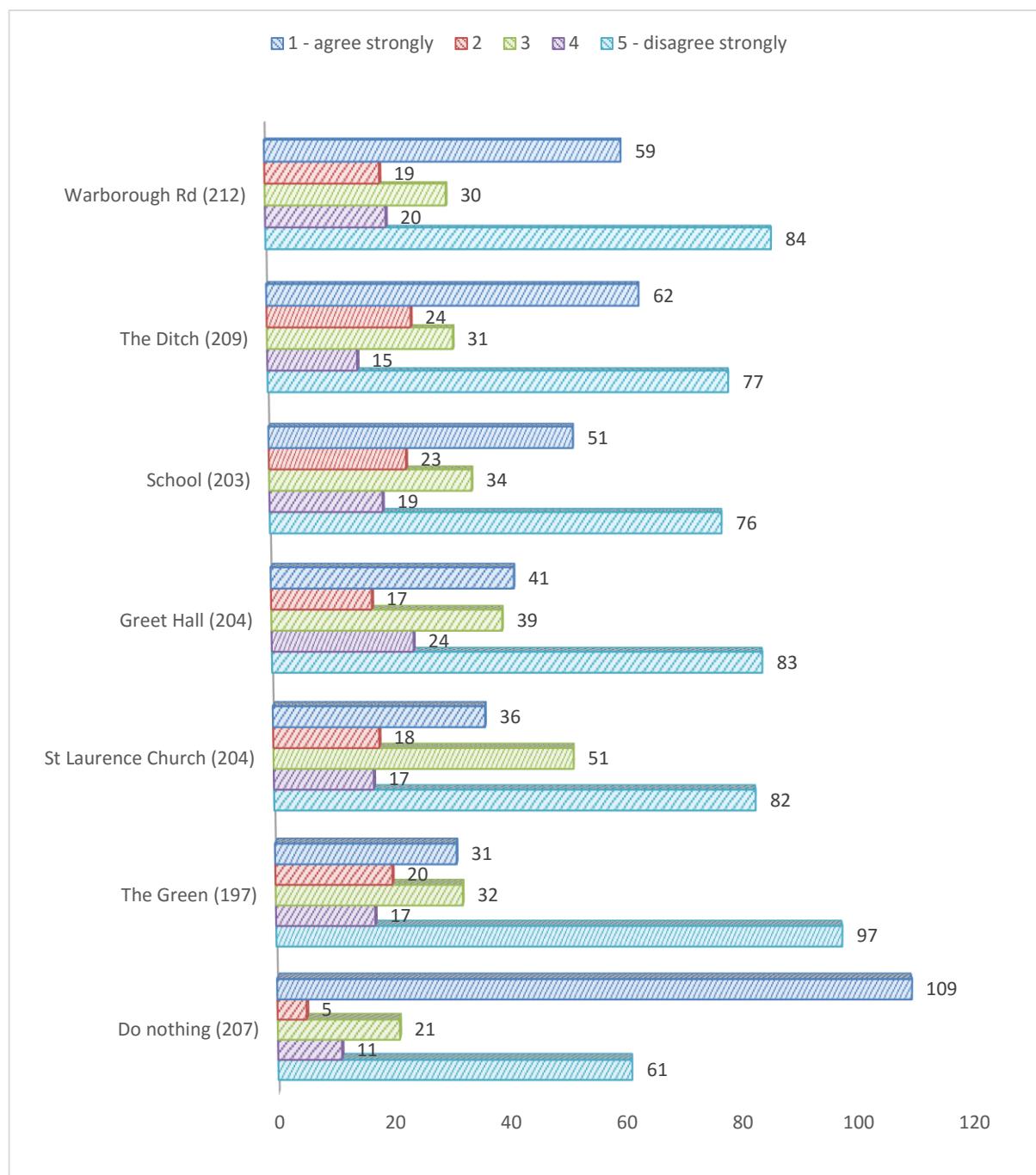
**23. Would you support improvements to meet the concerns of footpath difficulties?**

**248 respondents**



**24. Please prioritise the following ideas on footpath lighting.**

**249 respondents (individual response numbers in brackets below)**



**Other - 22**

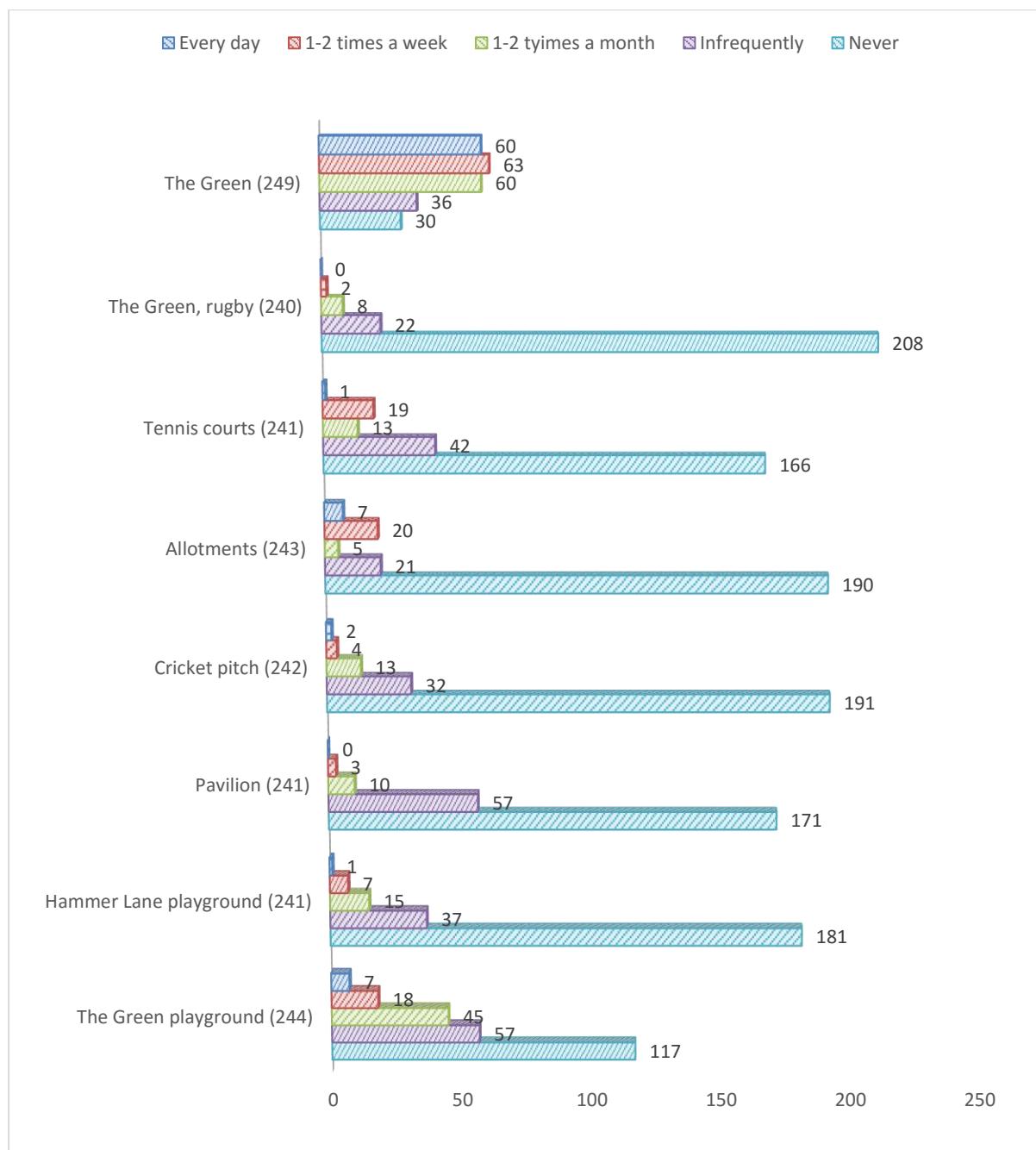
Use a torch	10	Avoid light pollution	5
Don't want lighting	3	Strong light on St Laurence Hall	1
Solar-powered light at Kingfisher bus-stops	1	Lighting at Sinodun Road/ Thame Road	1
No football lighting	1		

**25**

Community First Oxfordshire  
Warborough and Shillingford Neighbourhood Plan Community Questionnaire Report  
(September 2016)

**25. How often do you use leisure facilities in the village?**

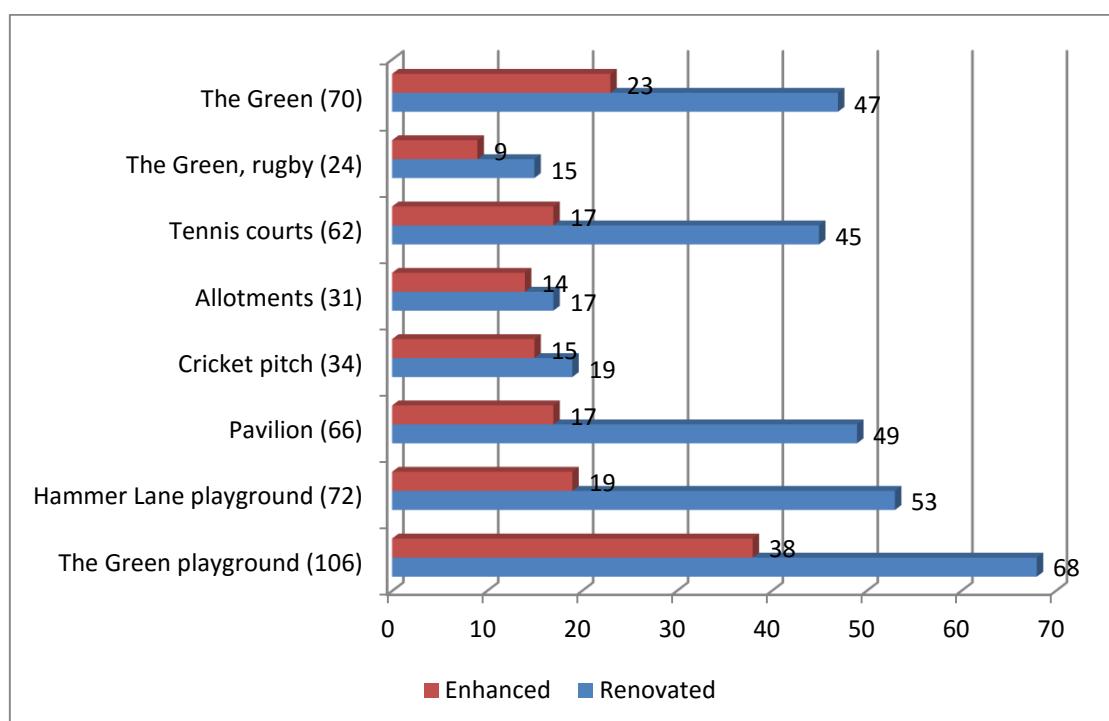
**250 respondents (individual response numbers in brackets below)**



<b>Other - 14</b>			
Footpaths/bridleways	4	Exercise classes	2
Need better playgrounds	2	Used to use more when children younger	2
Physically unable to use these	1	Need hard parking on the Green	1
Wharf	1	Use Green for other sports	1

**26. What leisure facility improvements would you like to see?**

**173 respondents (individual response numbers in brackets below)**



**Suggested improvements – 78 total**

<b>The Green</b>	Fix parking	5
	Better benches	3
	Football posts	2
	Archery	1
	Facilities for older children	1
	Cut grass	1
<b>Tennis Courts</b>	Improvements in hand	3
	Re-surface	1
	Improve maintenance	1
	Improve parking	1
<b>Allotments</b>	More water taps	1
	Maintain as is	1
	Keep dogs on lead	1
<b>Cricket</b>	Nets	4
	Maintain as is	1
<b>Pavilion</b>	Renovate / update	6
	Upgrade toilets	4
	Coffee shops	2
	Security camera	1
	Extend use	1
	Parking	1
<b>Hammer</b>	Renovate/ update	4
	Close	4

**27**

Community First Oxfordshire

Warborough and Shillingford Neighbourhood Plan Community Questionnaire Report  
(September 2016)

<b>Green (playground)</b>	Grass cutting	1
	More equipment	12
	Renovate/ update	7
	Better maintenance	3
	Enclose (dog mess)	3
	Extend	1
	More benches	1

**27. If we had to prioritise, how would you rank village improvements discussed in the previous questions?** **241 respondents**

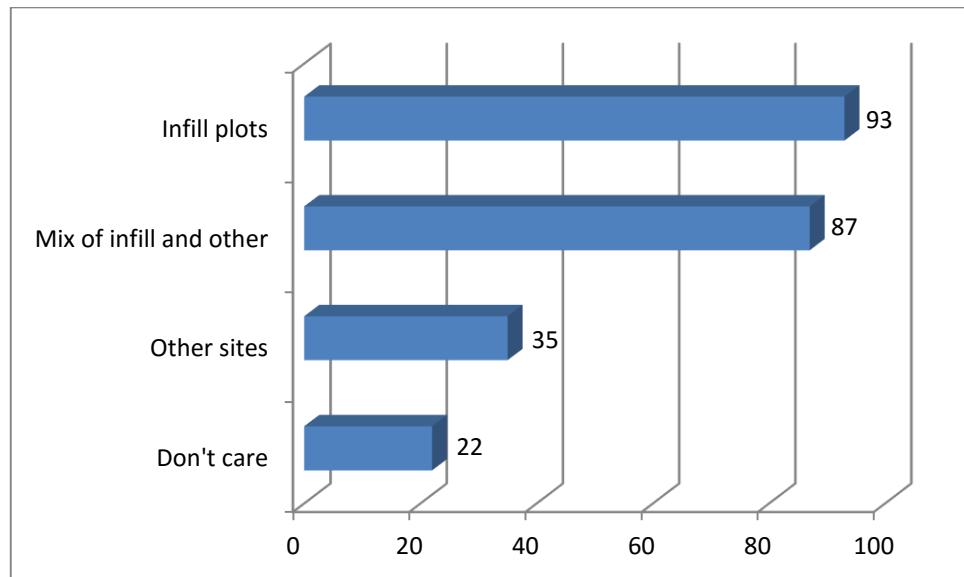
[SOME RESPONDENTS GAVE MULTIPLE 1<sup>ST</sup>, 2<sup>ND</sup>, 3<sup>RD</sup> ETC. IMPROVEMENTS]

	No. of respondents ranking as most important improvement	No. of respondents ranking as second most important improvement	No. of respondents ranking as third most important improvement	Average rank on a scale of 1-7 (based on all improvements)
Parking	72	47	36	2.8
Traffic	87	59	26	2.5
Viable premises for Shop/PO	54	50	53	2.5
Greet Hall alternative	11	9	12	5.2
Footpath accessibility	23	19	45	4.0
Footpath lighting	23	16	18	5.0
Improved leisure facilities	12	19	9	4.9

## Your opinions on Housing Provision

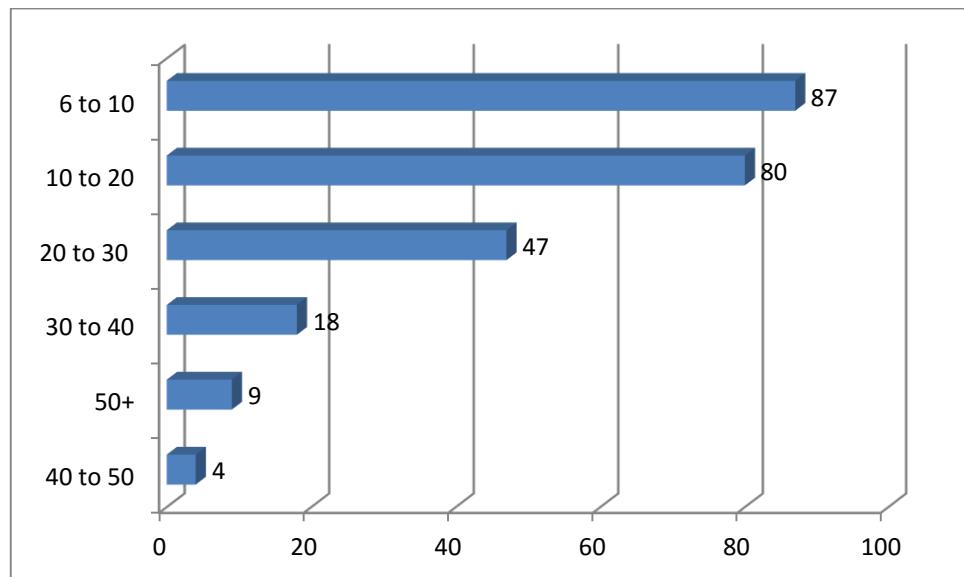
**28. Where would you like to see housing provision in the parish?**

**237 respondents**



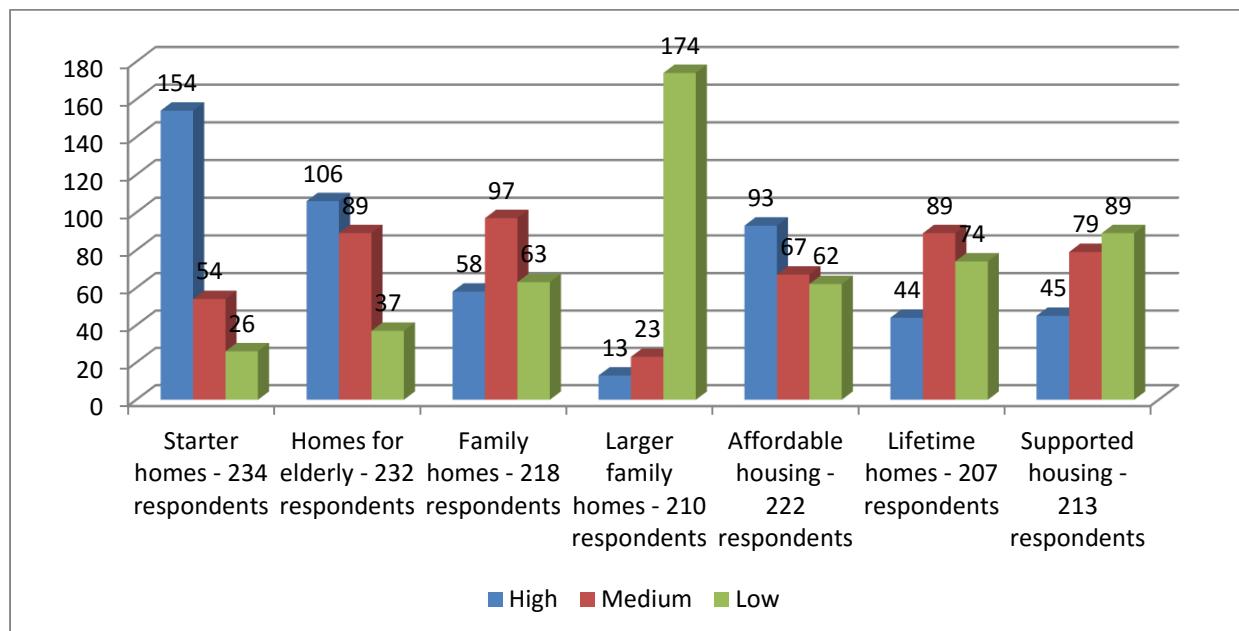
**29. What is the maximum level of housing provision that you would support (if it brought sufficient community improvements)?**

**245 respondents**



**30. What type of accommodation do you think Warborough and Shillingford need?**

**259 respondents**



**Other - 12**

Mix of housing	2	Homes for downsizing	2
Infrasctructure can't cope with more	2	Infill	1
Develop surrounding land	1	General comments	4

**31. Choose and rank your top 7 criteria for selecting a site for new housing.**

**237 respondents**

1 = most important, 7 = least important

[SOME RESPONDENTS GAVE MULTIPLE 1<sup>ST</sup>, 2<sup>ND</sup>, 3<sup>RD</sup> ETC. CRITERIA]

	No. of respondents ranking as most important criteria	No. of respondents ranking as second most important criteria	No. of respondents ranking as third most important criteria	Average rank on a scale of 1-7 (based on all criteria)
Inside village envelope	54	27	15	2.9
Proximity to facilities	33	24	14	3.6
Ability for village improvements	39	20	25	3.7
Good pedestrian access	26	27	17	3.7
Proximity to bus routed	28	15	17	3.6
Number of dwellings	54	23	23	3.3
Brownfield	35	21	20	3.3
Greenfield	8	4	8	4.8
Not in greenbelt	51	14	15	3.3
Good mobile/broadband	13	5	9	4.4
Minimised impact on drainage	27	22	20	3.7
Traffic management/access	42	20	34	3.5
Low landscape impact	46	32	30	3.2
Minimised impact on flooding	50	30	20	3.2

**Other - 23**

Not on greenfield/good agricultural land	5	Better bus service	3
Don't know	3	Don't compromise views	2
Village envelope	1	Development needs better mobile signal	1
Another old time council estate	1	Parking facilities	1
Not opposite New Road	1	Not highly visible	1
Respect archaeological features	1	Infill	2
General comments	1		

**32. Regardless of the location, choose and rank your top 7 design and layout criteria.**

**236 respondents**

1 = most important, 7 = least important

[SOME RESPONDENTS GAVE MULTIPLE 1<sup>ST</sup>, 2<sup>ND</sup>, 3<sup>RD</sup> ETC. CRITERIA]

	No. of respondents ranking as most important criteria	No. of respondents ranking as second most important criteria	No. of respondents ranking as third most important criteria	Average rank on a scale of 1-7 (based on all criteria)
Sufficient parking	71	26	24	3.0
Quality of design	77	38	19	2.8
Local materials and design	35	26	15	3.4
High density	9	2	2	4.6
Low density	33	21	21	3.5
Minimise impact on open views	65	38	30	2.7
Minimise impact on environment	45	30	29	3.4
Minimise impact on traffic	42	24	29	3.7
Small plots	29	19	17	3.4
Large plots	6	2	7	5.0
Communal spaces	13	5	13	4.4
Energy efficient design	33	18	16	3.9
Space for home office	5	1	10	4.9
Single storey	14	3	10	4.0
Two storey	13	8	12	4.0

**Other - 14**

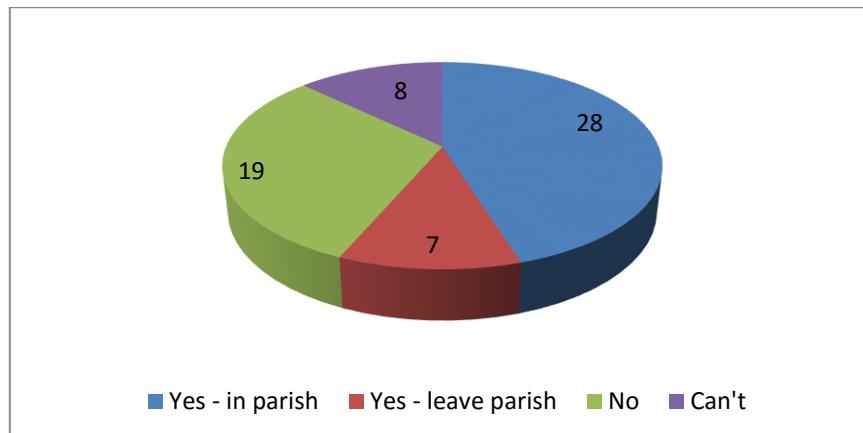
Mix of dwellings	2	General comments	2
Effect on floodplain	1	Affordable for public servants	1
Avoid sprawl	1	Terraced on small plots	1
Attractive designs	1	Parking facilities	1
Gardens/playspace	1	Lifetime considerations	1
Ensure good footpaths	1	Don't devalue houses	1

### Detailed Results

#### **Section Three- Does your whole household or any one in your household need a different home in Warborough or Shillingford?**

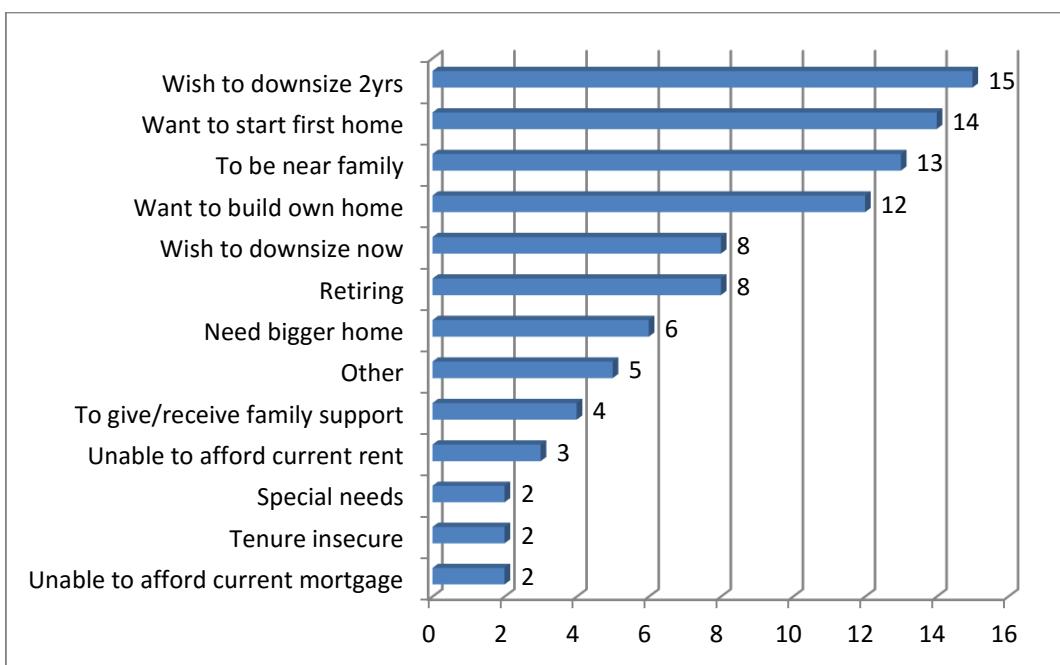
**33. Are you intending to move to another home in Warborough in the next 5 years?**

**62 respondents**



**34. Why does your household, or anyone in it, need a new home in Warborough?**

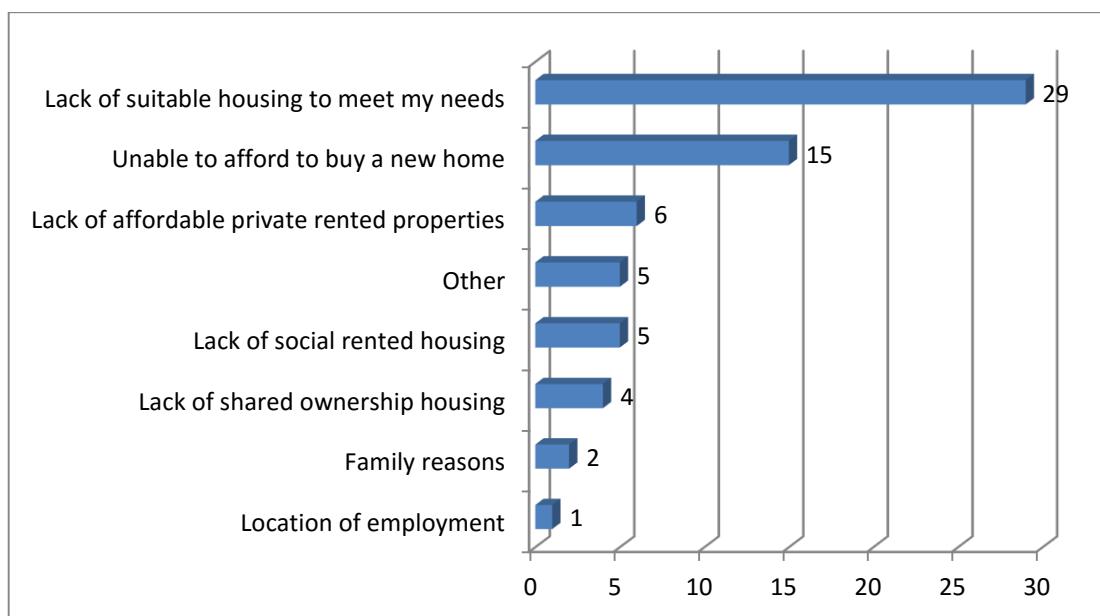
**54 respondents - 94 total choices**



<b>Other - 5</b>			
Want smaller house, not available	2	Want to purchase in cheaper county	1
House tied to employment, will retire	1	Should release more land	1

**35. If you wish to move but cannot, what are the reasons preventing you?**

**39 respondents -67 total reasons**

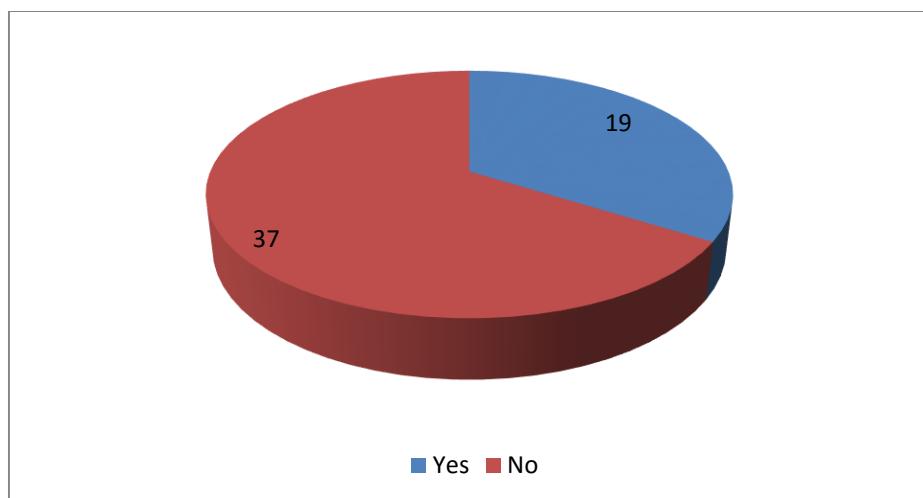


**Other - 5**

Oxford is unaffordable	1	Planning restrictions	1
Insufficient 2/3 beds with office space	1	Need disabled housing	1
Can't move until retire	1		

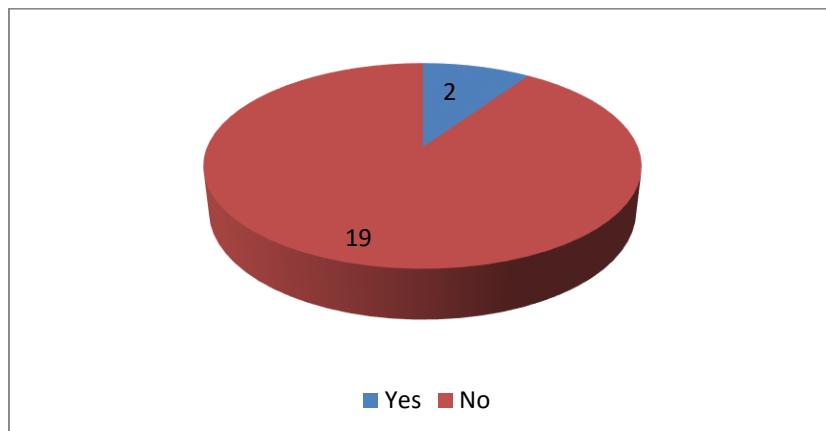
**36. Are you interested in building your own home in the parish?**

**56 respondents**

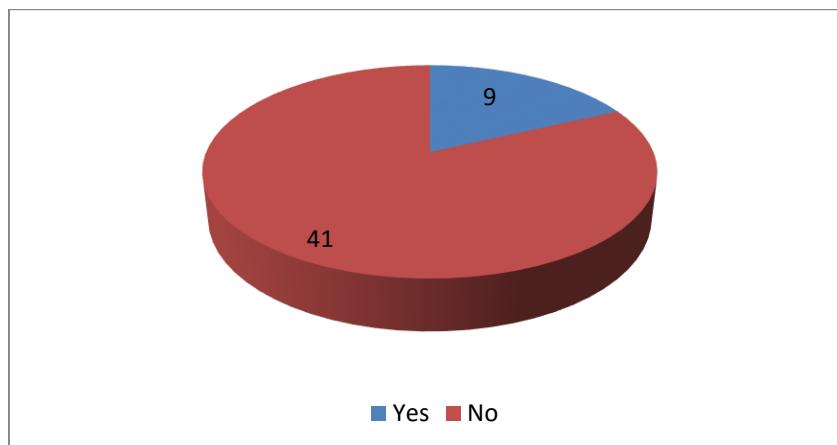


**37. If yes, have you registered your interest with South Oxfordshire District Council?**

**21 respondents**

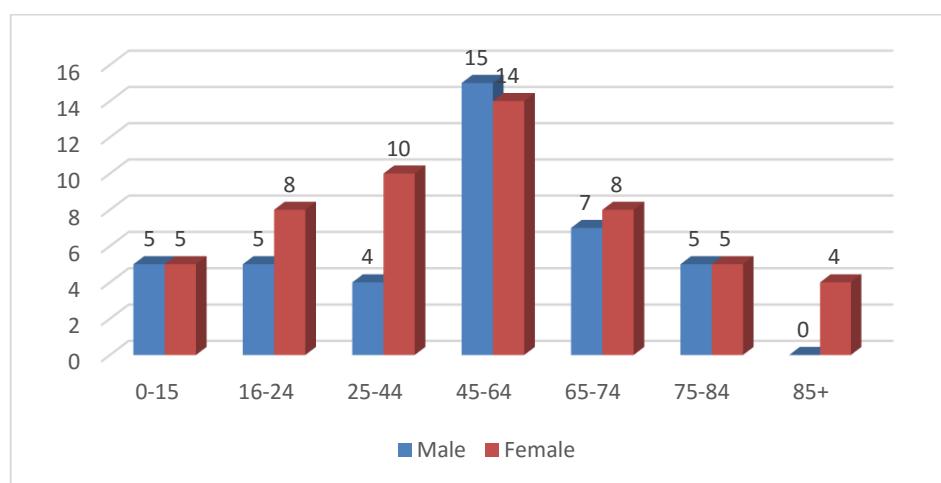


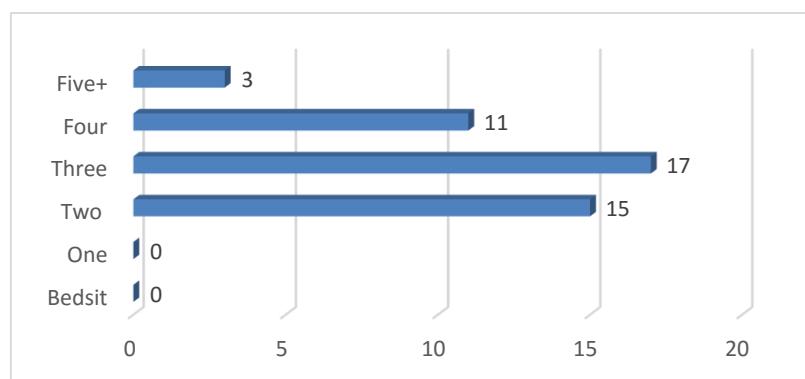
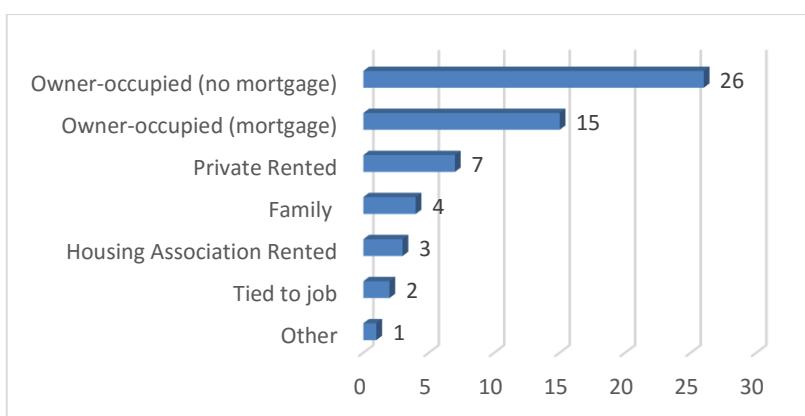
**38. Do you intend, or are you considering, extending your current home?      50 respondents**



**39. How many people of each age group would live in the new home? Include carers if support needed to live independently**

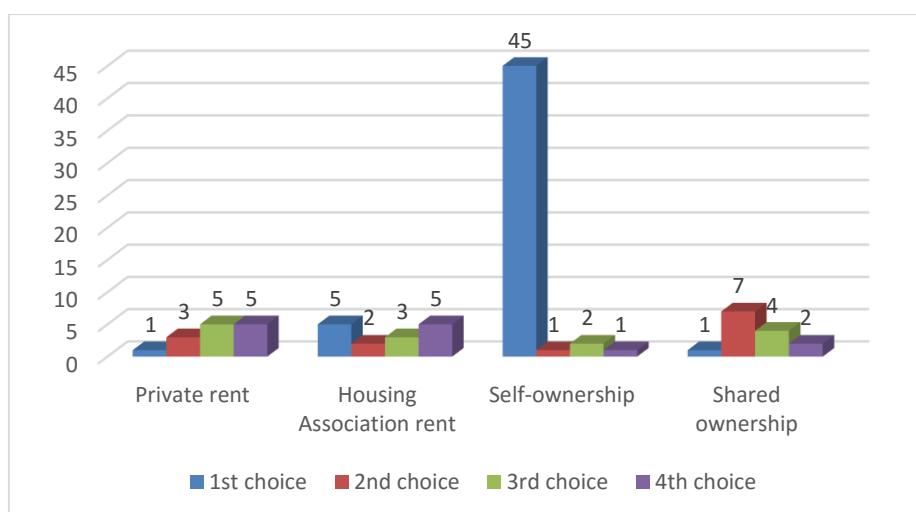
**44 respondents – 95 total individuals**



**40. How many bedrooms would your new home need?****46 respondents****41. Who owns the home you live in now?****58 respondents****Other - 1**

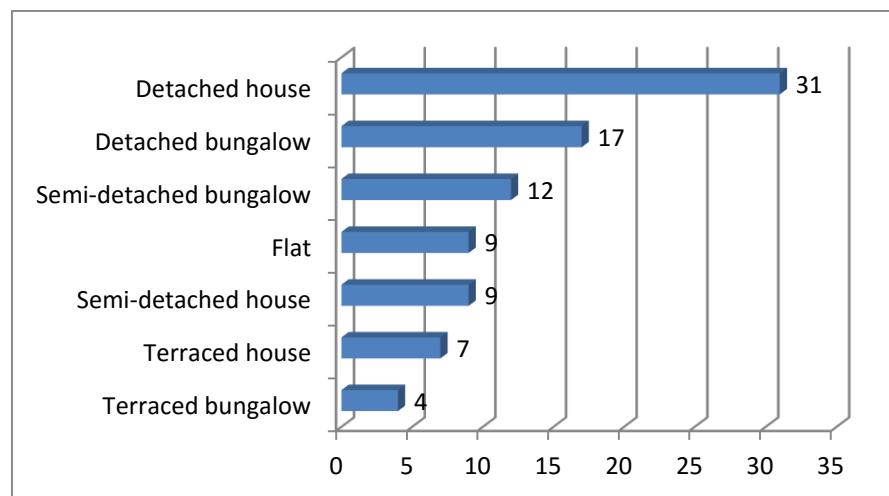
Own home but rent the ground

1

**42. What type of housing tenure would you prefer?****51 respondents**

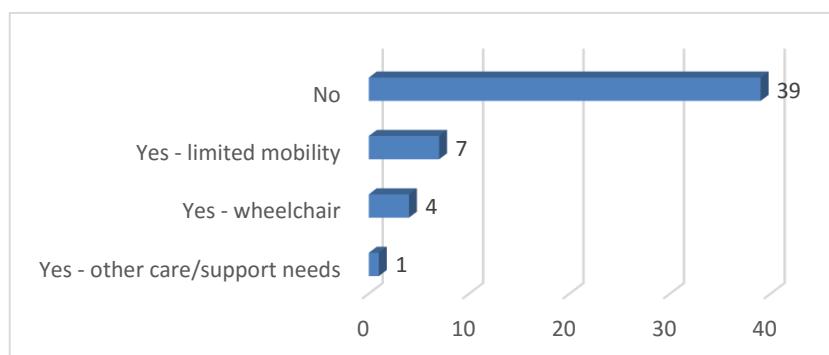
**43. What type of home do you need?**

**50 respondents – 89 total choices**



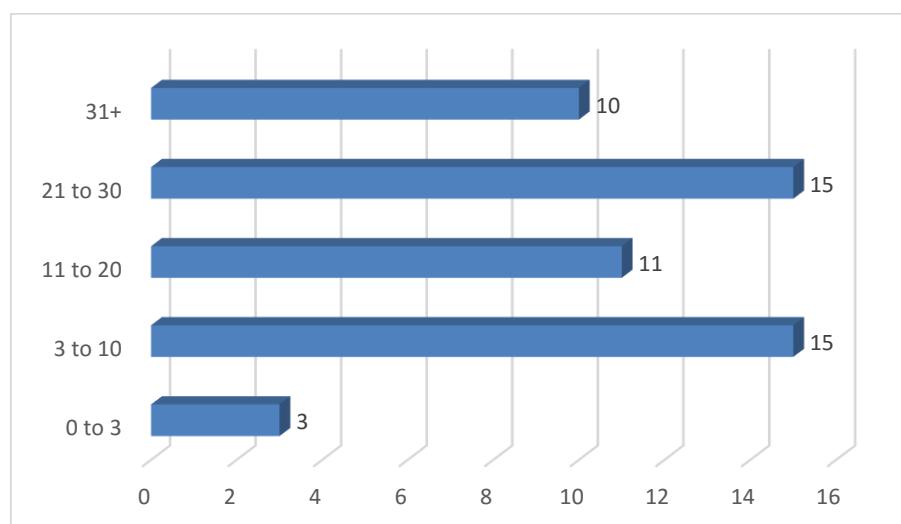
**44. Does anything affect the type of home you need?**

**49 respondents - 51 total choices**



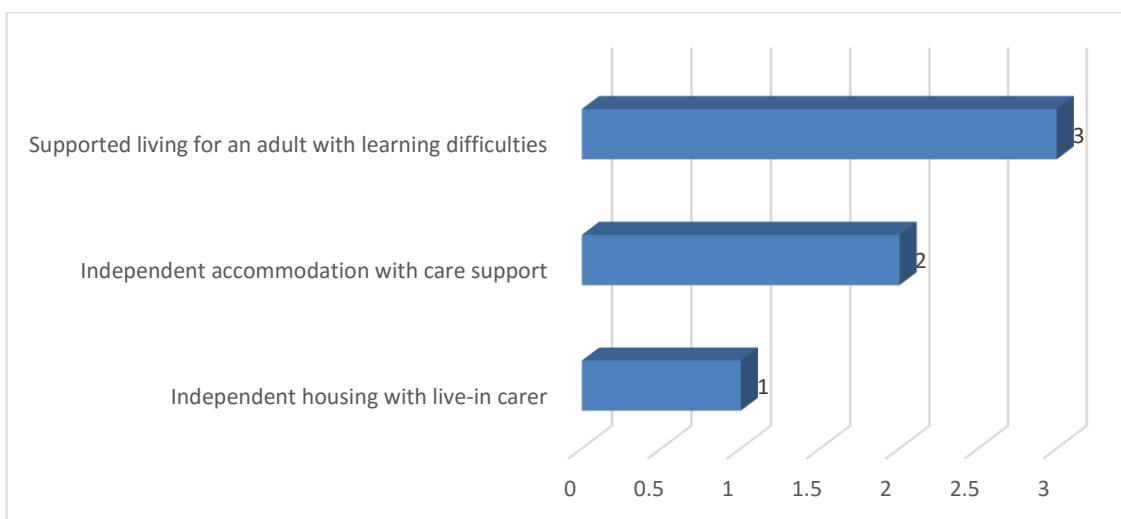
**45. How many years have you lived in Warborough?**

**54 respondents**



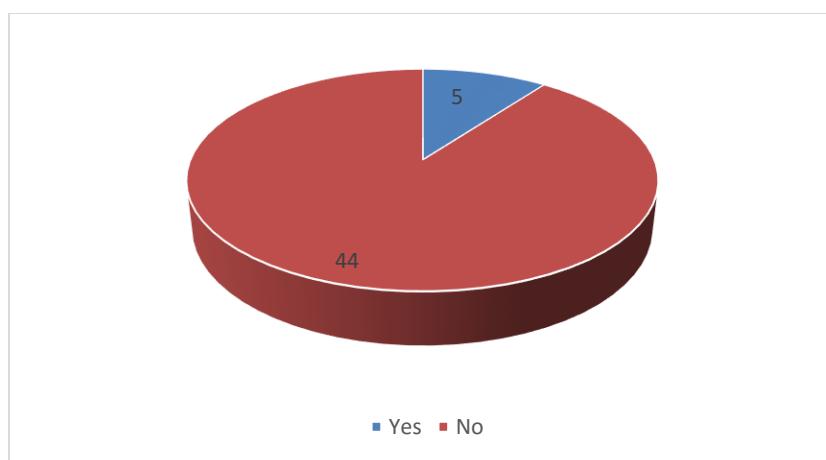
**46. Does anyone in your household have a supported housing need?**

**5 respondents – 6 total choices**



**47. Are you on the South Oxfordshire District Council Housing Register?**

**49 respondents**



## Summary of comments

- 256 surveys returned
- 56 comments made
- 88 broad themes noted in comments

## Breakdown of comments by theme and number of references

### Village character

Retain rural character and spirit of the villages	13
---	----

### Housing

Explore infill sites for new housing	5
--------------------------------------	---

Smaller homes needed	4
----------------------	---

Homes needed for young people/ young families	4
---	---

Build new homes on Six Acres field	4
------------------------------------	---

No large developments	4
-----------------------	---

New homes should meet local needs	3
-----------------------------------	---

Affordable housing needed	3
---------------------------	---

Houses needed for downsizing	1
------------------------------	---

No housing on Green	1
---------------------	---

No new housing needed	1
-----------------------	---

Supported housing needed	1
--------------------------	---

Look at poorer quality agricultural land for housing	1
--	---

New housing should be in keeping with village	1
---	---

Only build small numbers of new homes	1
---------------------------------------	---

### Infrastructure

#### Traffic and roads

Concern about existing issues	16
-------------------------------	----

#### Parking

Concern about existing issues	12
-------------------------------	----

#### Community facilities

- Need to improve current facilities 7
- New hall needed 1
- Maintain facilities as they are 1
- Improve play facilities 1
- Develop new cycle paths 1

#### Green spaces + infrastructure

- Maintain AONB and green spaces 1
- Concern about litter and fly tipping 1

## NP Appendix E Pedestrian Links

### General Footway Review

The layout of the village (shown right) means that it is not conducive to walking and in some cases, it is dangerous to walk to amenities (such as the school, shop, church, pub) from some areas of the village. The main problem is the need to cross the road many times to remain on a pavement, and the main area of danger is where this crossing is on a partially-sited road curve or corner.

It is particularly dangerous if pushchairs or mobility aids are involved.

This increases the number of people in the village that choose to drive to amenities rather than walk, which exacerbates traffic and parking issues.

Two dangerous pedestrian crossings (1 & 2, right) are described below. The proposals to resolve these are discussed within Community Issues Project 5, Traffic Calming.



#### Road Crossing 1:

Traffic Road crossing point on the The A329 (opposite 70 Thame Road, above photo) is on a dangerous corner. This is used to access countryside walks.



## **Road Crossing 2: The road crossing point as New Road becomes Thame Road**

This crossing point (photograph below) has 3 issues.

- Issue 1: This is a very sharp corner with fast moving cars so visibility is a problem, traffic slowing to 20 miles per hour is recommended.
- Issue 2: Cutting back vegetation at the edge of Thame Road would provide greater visibility of oncoming traffic.
- Issue 3: For wheelchair and pushchair access the dropped curve is very narrow and is at a dangerous angle. This should be widened since it is at dangerous angle for wheelchair access.



### **Neighbourhood Plan Site Assessment - Footways**

The footways serving the sites included in the Technical Site Assessment were surveyed. Key findings are shown in the annotated map, over, and are supplied for supplementary evidence.

## Site Assessment

## Footway Review



Upper Farm Entrance



Cuckoo Pen Sites



Entrance to Cuckoopen paddock



Entrance to Hammer Lane Footway



no raised footway



6 Acres

## Neighbourhood Plan Site Assessment: Footway mitigation route

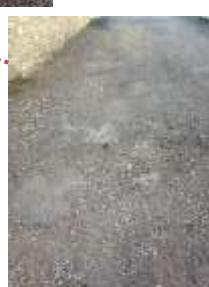
A suggestion to use this route as an alternative to Thames Road footways was raised by a Land Owner of a northern-end site. Findings are highlighted below:



The section of this running from Thame Road to Hammer Lane is private track and should not be marked as Thame Road.



Hammer Lane itself is road with full public access but is unadopted from Violets Farm northwards.



Potholes and uneven surfaces on this track with no dedicated footway

Alternative cut through narrow track with rough surface unsuitable for pushchairs

## Neighbourhood Plan Appendix F: School Parking Survey Results



### School Parking Survey

#### Contents

1.1. Introduction .....	2
1.1.1. Distribution .....	2
1.1.2. Summary of results .....	2
1.1.3. Detailed responses.....	3
1.1.4. Comments.....	5

## Introduction

One of the local concerns that have arisen during the scoping phase of the Neighbourhood Plan is that of parking outside the school site. Whilst the community survey is exploring local villagers' views on how best this might be solved, this survey was targeted at parents at the school – many of whom do not live in the Parish – to better understand what factors influence how many cars are parked outside school and for how long, and to explore parents' views on ways the situation might be improved, in particular in relation to the idea of some sort of off-road parking provision. Particular focus was given to the situation at morning drop-off as the problem is exacerbated then by heavier rush-hour traffic on the A329.

## Distribution

- This survey was printed and distributed by St Laurence CE Primary School in March 2016.  
One copy was given to each family in school – a total of 66.
- 36 surveys were returned – a response rate of 55%.

### 1.1.1. Summary of results

- Car parking outside the school is predominantly from families who have travelled from out of Parish. Parishioners only drive to school if they need to immediately drive onto/have come from elsewhere or live at the extremes of the Parish.
- Fewer than 20% of children are dropped off in the morning; the remainder are accompanied into school.
- Those parents that are able to car share do.
- An overwhelming majority of parents would prefer to park off-road if it:
  - Was adjacent to the school;
  - Had safe pedestrian access to the school site;
  - Did not add unduly to their travel times (through congestion at access points etc).

## Other common suggestions for improvement

- Better use of the land at the front of the school.
- Encourage more drop-offs by considering:
  - Improvement to pedestrian access (to reduce risk of coming into contact with cars);
    - Path alongside main road on south side of school gates;
    - Adult supervision at the front of school.
- Change timings of refuse collections on Tuesday mornings.
- Better pedestrian crossings in village. □ Allow early Pre-School drop-offs.

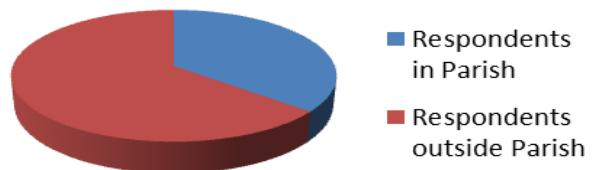
### 1.1.2. Detailed responses

#### Where do respondents live?

Responses were split approximately 2:1 between those living outside and within the Parish. This is consistent with the overall ratio of families at the school.

**36 responses**

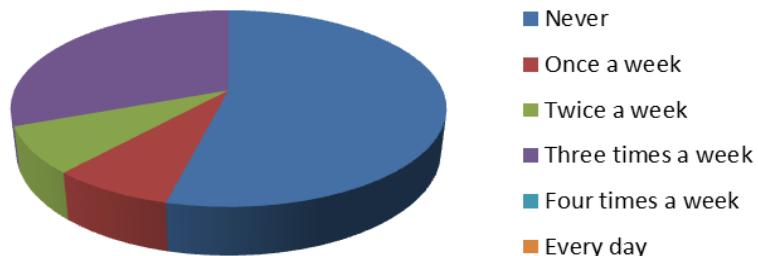
#### Where do respondents live?



#### How many Parishioners drive to school at peak times and why?

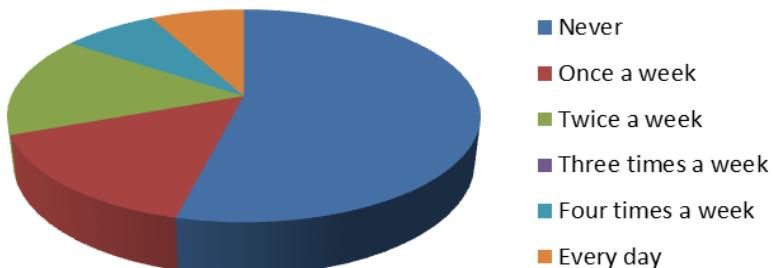
**13 responses**

#### How often do Parishioners drive to school at 08:40?



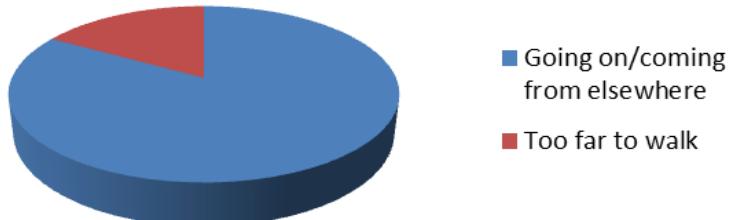
**13 responses**

#### How often do Parishioners drive to school at 15:00?



**6 responses**

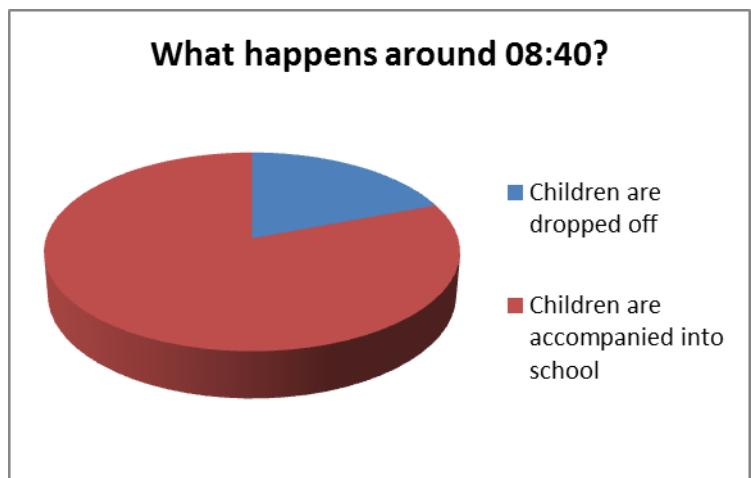
#### Why do Parishioners drive?



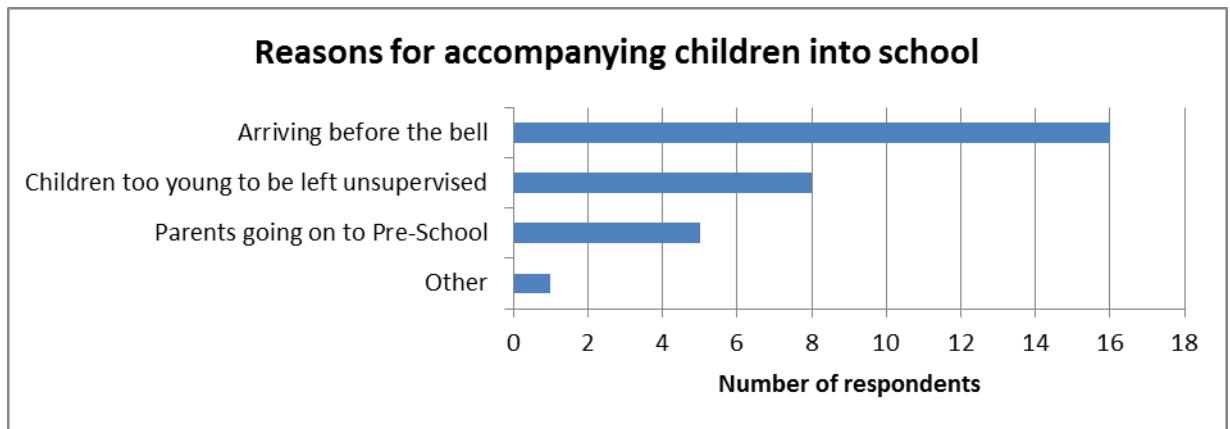
What happens around 08:40?

Drivers were asked whether they dropped children off – perhaps pausing briefly to check on safe entry to school grounds – or walked into school with them.

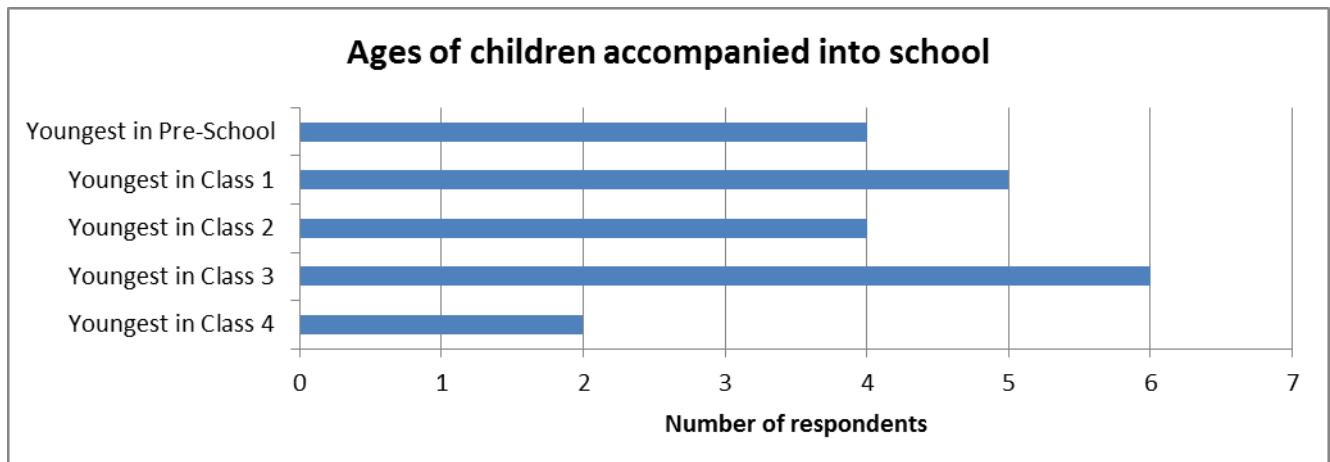
**26 responses**



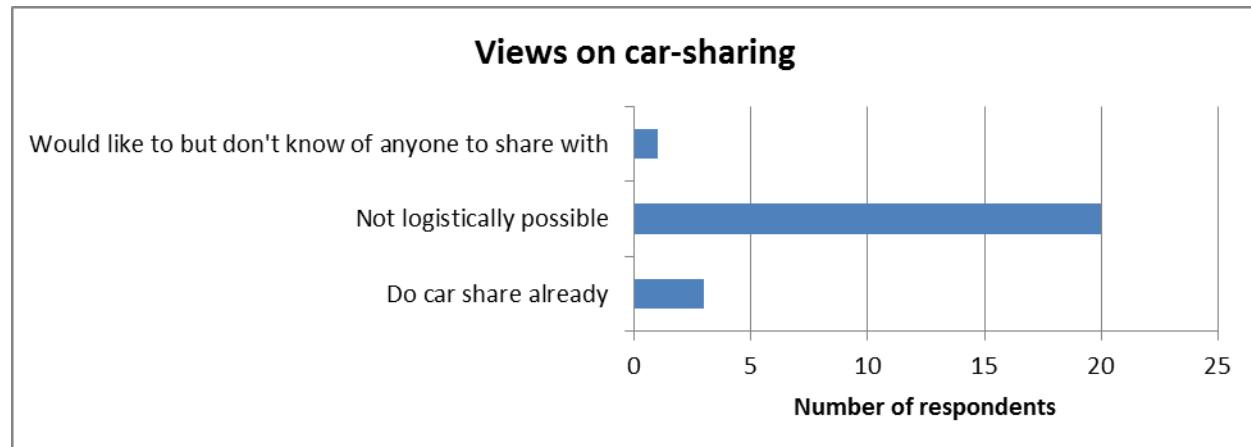
**19 responses**



**21 responses**

Is car sharing an option?

Parents who live outside the Parish were asked for their views on car sharing.

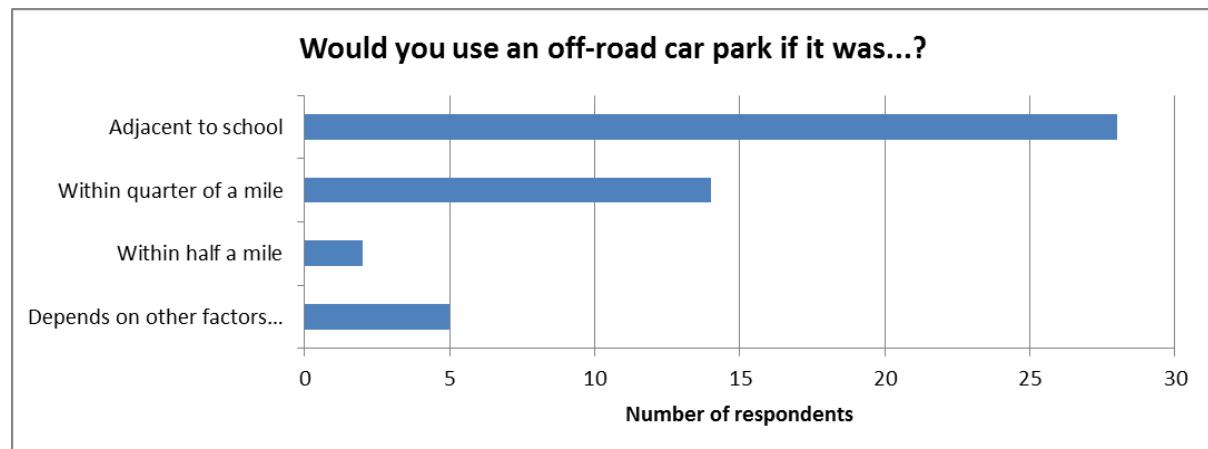
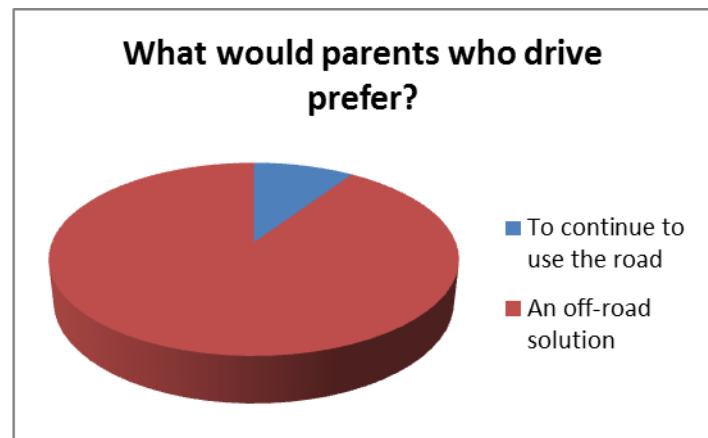


**23 responses**

#### Off-road parking

Would one of the possible solutions – an off-road car park – be successful?

32 responses



#### **1.1.3. Comments**

There were several opportunities for respondents to give their own opinions; these have been collected together in themes:

### **Use of off-road car park**

I only drive to school a couple of times a week and one of those is usually on my way to an appointment and pick up from after school club Tuesdays. I think a car park would be a good option as there is lot of congestion going in and out of Warborough in the mornings.

Realistically, parking in a village car park only makes sense for me (in preference to parking on the road by the school) if access in and out of the car park were just as quick and there was always reliable space to park there.

Unless there is an adjacent parking option people will continue to use the road. Only way to stop people using the road is to get double yellow lines - we totally support walking to school which we nearly always do, but others are on their way to work and we want a closer option. It's going to be difficult to alter people's attitudes.

(Would continue to park on-road) if running late or if kids have 'projects' to take to school.

I do often park at The Green and walk down - because if you get there after 2:55 there is nowhere to park!

3pm is worse as there is no staggering of arrival times - everyone has to be there at 3pm!

(Car park alternative) for me this would work if other parents were also parking there, but I don't think I would use it at pick up because I always seem to be late!

Because I generally don't walk my son in now, I would prefer a nearby car park. I would feel it necessary to walk him in if it was by the Greet Hall, due to crossing the road etc - I am not adverse to doing this.

Yes - I would be happy to walk the distances mentioned if the parking did not involve crossing roads! ie easy safe passage with 3 children

I only drop off and drive away so don't want to park.

Depends on what time we have in the morning and which parent is dropping off

Would probably still park roadside in the mornings. I head to work and am under time pressure.

(Depends on) weather!

I work at the Pre-School and afterschool club 4 nights a week. Try to always park in school grounds - but parking is limited. (Car park would need to be adjacent) - this is often I leave in the dark in the winter!

(Alternative parking) provided safe ie not along a road, pedestrian only route to the school.

Would prefer off-road, SAFE, parking.

(Depends) if it's raining! Make parking off-road mandatory. Get the council to paint double yellow lines outside school then we (parents) will behave! Parents mean well but are busy in the mornings so will take easy option (parking outside school). Ban it on the day the bin men come because that seems the day the traffic is most congested. The refuse collectors need to do their work but it blocks a lane and drivers start getting stressed on way to work.

### **Safety**

If there was a person/teacher at the school gate keeping an eye on things I'd be happier to drop at the gate without parking (but that still means stopping and holding up traffic to let the children leave the car safely with bags etc)

(Don't feel safe walking) during winter when dark at 5.30pm to pick up from SLOSH

Whilst my children are young and cannot independently walk into school on their own, the factors that are relevant to me for parking are of course safety but also speed in the mornings.

Off- road parking has to be better than the current on-road! I have returned to my car twice and someone has hit in to front of my car while dropping kids!

Obviously, something needs to be done regarding safe parking. On many occasions, cars have sped past at such a speed - while I am getting baby in/out of car. Very dangerous for the children!

It doesn't feel safe enough to drop my child off and let him walk into school unsupervised; better paths on Shillingford side of the main road for those getting out of cars; sometimes I wait for the traffic to die down before attempting to head off myself.

The hedge should be cut back at the corner between Warborough and Shillingford as it is tricky to see when walking from Warborough to Shillingford - perhaps more year 6's could walk on their own if that crossing was easier.

I worry there will be an incident soon: impatient drivers; poor parking by parents - regular use of zigzags as a personal private parking spot for certain parents, which blocks pull-in opportunities for passing traffic; limited visibility for drivers - they can't see if the route is clear and whether to proceed; often cars park right down as far as the bend - then you realise that one person parking far back, every one else follows suit, whereas in fact there are closer parking spaces free.

We walk to and from school most days and live just opposite the Kingfisher Inn. Crossing the Thame Road at the corner where Warborough Road ends is quite difficult with several young children. It would be great if anything could be done to improve the safety of crossing here.

Something must be done as it is an accident waiting to happen! Also I do feel for the residences in village it must be a pain every morning, mostly caused by many inconsiderate drivers who do not realise the cause.

The roadside parking is very dangerous. I live in fear something bad will happen.

Thank you to the residents who slow down. Some do not and get very frustrated waiting their turn to move along the road.

Very disappointed how Warborough has no pedestrian crossings or safety barriers to protect its young children going to School. It's 2016 and we are still having conversations about what to do!

### **Suggestions for improvement**

Could the school grounds be reconfigured to make a more sensible arrangement for dropping off - like a dropping circle with supervision - there seems to be a lot of unused/underused space ie the strip to the left of the carpark - and most of the area to the right!

(Alternatively) a meet and greet, where kids get out of car and met by someone and walked into school; or one side of the main road kept for drop offs without parents leaving the car (a proper layby?); separate pathway into school so kids not dodging staff cars entering the school and those using the cars entrance to do their u-turns!!

It would be preferable to park off road or somewhere safer to get the children out of the cars. As they get older I hope we might be able to cycle across the fields and also as they get older I will just drop them off rather than walk them round. If there could be an in and out entrance for the school with a loop you could drive round to drop off this could work too.

I believe the front of the school should be used for parking as it is never used by the pupils. I think a car park with spaces plus a circular drive-in where parents could just drop-off and drive out would be

the ideal situation. This would require another bridge and new entrance made; this may be costly, but in my opinion the most effective.

I work so I drop and go. I do not have time to mill around afterwards talking. Tuesdays are bin days? Perhaps lorries could come down after 9.30 to reduce congestion for locals?

A school bus picking up from surrounding villages and through Warborough. Would need careful adult supervision at loading and unloading. However this would reduce the social side of meeting other parents. The school after all is a community

More after school clubs would stagger the volume of cars. Also speed bumps to reduce car speed to <30mph

Put gates across pavement beside house drives to slow children down/stop them running straight across. Two gates staggered to force pedestrians to weave around. Wide enough spaced for buggy.

No suitable road crossings in village for pedestrians; no safety barriers to protect children from stepping onto road; pathways are of poor condition; speeding vehicles in village is common reduce speed limit outside of school to 20mph or lower! Speed humps, traffic calming is required in village. Proposed deal to allow new housing site next to school with provision of drop-off area for school; village car park in same location; utilise wasted space of 'ditch' outside of school. Partially fill in to created off road parking spaces; add additional pathway to right of school to stop children having to exit onto road or muddy verge.

If the site next to the school is not available perhaps part of the ditch area outside of the school could be made into a pull in area.

A number of families (6 presently) live in Roke/Roke Marsh/Berrick. There is a very good direct path from these villages (approx 2 miles to school) which can be used to walk/bike but ONLY if dry - surface is VERY muddy at OUR parish end. Some work has been done to improve this but not enough.

People need to be more patient. Yes - it causes delays but is it really a problem? Safety is an issue and additional signage to slow drivers down would be appreciated. Parents could park better with less space between cars. Better parking on school grounds for staff and visitors so they do not park on road. Change the timing of dustbin collection so not during drop off.

Could we not increase the size of the car park at the front of school and use land at the front of the school. Or have a drop circle loop with a teacher at the drop point when you drive up to the gates so you know your child is safely into school.

Set up traffic lights at the wooden bridge and one by the bridge with the tarmac on; set up car park spaces between the school and the wooden bridge "eating" the muddy side of the road; drop off system at school gate, one way system.

Having a walking bus system from the car park for the children might be an idea both at pick up and drop off. From the Green to school would not require the children to cross any roads and through Quaker Lane they would not need to go near a main road.

### **Car use**

We live 0.8 miles from the school which would also involve crossing the main A4074 Oxford/Reading road and deviating to the pedestrian crossing and there would be insufficient time to walk to school and back and drop another child at nursery by car before work.

I do live within walking distance but need to be at work by 8:45am so driving is necessary.

I could car-share but this can feel quite restricting

The day is staying lighter longer, those occasions of picking up after school clubs would be less. (Unable to car share) - going to work straight after drop off

(Car share) - I have 2 children and cannot safely fit any more than 3 in my car with full car seats

**Length of time parked**

Additionally I would not feel comfortable leaving my child until I had seen their safe entrance into classroom from playground; this is not to say additional time parked would be added 'dawdling'

Sorry, but I like to take the dog for a quick walk from car to school and back, also I like to see other parents. But not everyday, I get out the car about 2 out of 5 mornings and every pick up.

Once dropping my son into Owls for 8:40, I then need to wait with my daughter until 9am for PreSchool to start and by the time she is in it often means I am not back at the car until 9.05/9.10am. If pre-school started at 8.45am this would reduce the time I was parked for.

(Would like to) drop off at school gate

The gap between school and preschool start times means that we have to be parked outside school for 30mins as we have children in both settings Car is parked no longer than required.

Medical needs mean need to visit school daily.

I arrive outside school at approx 8:30 and then I drop off at school at 8:40 and then wait 20 minutes for preschool drop off on 3 days leaving from 9.05amish. Normally, when no preschool drop off it would only be parked outside for 10-15 mins max