

EFSG Residents Survey – October – December 2015

Summary and purpose.

EFSG has run an online and paper survey since mid-September 2014 when the survey was launched in the September edition of Eynsham News delivered to all houses in the village.

This document is part of the local consultation to prepare the evidence base to be presented in support of the Neighbourhood Plan when it is subject to independent examination and referendum.

| Version | v# | date | Nature of change | Editor | Reviewers |
|----------------|-----------|-------------|-------------------------|---------------|------------------|
| Preliminary | v0.1 | 02/01/16 | First draft | RA | |
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As of the current date we have received 124 responses (just over 6% of village households)
The following is an analysis of the results received.

Size of home and type of tenure.

78% of responses were from people who own or are buying their home with 3 or more bedrooms; only 10% are renting. This isn't fully representative of the village population so the results will need to be treated with this in mind.

Most people expected there needs to stay the same (57%) or grow (12%); 22% saw the need to downsize. Only 6% expected their children to form a new household.

Although most people (62%) wanted to stay in the family home for as long as possible, 70% were more likely to downsize if they could stay in the village. Few were put off by the effort of downsizing and a significant number have already done so; the need for more affordable bungalows was mentioned. No one wanted to move to a retirement village although 15% might consider it.

These results confirm our belief that there is a need for homes to downsize to and these would not be the same as 'starter' homes even if they had 2 bedrooms. We will make a distinction between types of 2 bed homes to account for this.

These results indicate that many people are putting down roots when they move to Eynsham and many expect to stay here for life.

Retail services.

Eynsham shops are well served by respondents. 49% reckon that local shops cove all there basic needs and 35% depend on them most or all of the time while 80% regularly 'top up' locally. Most people do use larger supermarkets, 55% most of the time and another 25% sometimes but a local 'supermarket' would not attract 45% very often if at all and only 20% would definitely go there rather than one of the larger stores in Witney. 50% of respondents use the specialist food shops most weeks though one or two people do find the higher prices are an issue.

A significant number of people use on-line shopping rather than go to a supermarket.

There were a few uncomplimentary comments about the quality and price of both Co-op and Spar but a lot of opposition to a larger supermarket in Eynsham from people convinced that it would drive out all the small retailers.

Commuting to work.

60% of respondents commute to work, exactly the census figures for the whole village. 66% use a car, 16% use the bus, 13% cycle and 4% walk to work.

Of car users, 41% use the Toll Bridge, 27% go west on the A40 and 32% go east on A40. 25% waste less than 2 minutes getting out of the village while 40% waste more than 15 minutes.

For most car users, this is the only practical way of commuting although a few would use the bus if there was a service that went to the Headington Hospitals for example. Reliability seemed to be as significant as cost for those who would use the bus if the service was better.

Parking.

Many respondents do not use their car to get around Eynsham but a lot of people don't like the way other people park. A lot of comments complained about people using the village to 'park and ride' or parking inconsiderately in the historic centre.

Results show that parking was often available (65%) in the Back Lane car park, but a similar percentage had regular difficulty finding a convenient parking place near the shops. A significant number of road users

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(64%) and pedestrians (65%) found their way obstructed by parked cars.

It is to be hoped that a proper Park and Ride will reduce the informal arrangements that used now and that any new development will have good pedestrian/cycle access to minimise the number of extra journeys into the village to shop. Clearly many people prefer to get about inside the village without using a car and it is expected that new residents will do likewise as long as the distance involved is reasonable.

Education and Childcare.

Relatively few respondents need school places for either Primary or Secondary Schools (33% and 40% respectively). 90% of children went to their first-choice Primary School while 97% went to the Secondary School of choice. 22% of Primary and 14% of Secondary Pupils are taken there by car.

Even fewer were expecting to need childcare in the future (13%) but most (85%) of those with experience of local childcare had no real difficulty finding it. Cost was clearly an issue for two thirds of people, 70% found the times suitable while 30% would take more hours of care if available.

It does appear that requirements are not fully satisfied now and that more provision will be required when new homes are built – something that should be considered alongside Primary School.

Location of schools and childcare can be influenced by the NP. The main issue is the distance people are prepared to walk/cycle if they are able to choose between these and using the car.

For childcare, 32% do use a car but 85% were prepared to walk for 10 minutes and 54% for 15 minutes, about 800 and 1200m respectively (at normal pace, e.g. with a push chair, less with small children walking)

This indicates that childcare is not necessarily in the right location although some people will need to drop off the children on the way to work and for that reason childcare locations must also be readily accessible by car as well as on foot or bike.

Over 90% of those able to walk to Primary School would do so if it took less than 10 minutes (800m). Slightly fewer (78%) would let children walk the same distance to Secondary School while almost all would let them cycle 5 minutes or more although there was concern about their safety when using the roads which could be answered by the provision of a cycle path.

Housing style and design.

Intention is to see if current residents are more concerned about the way buildings look or their efficiency. There was a large number of responses to these questions.

23% would consider trading off cost against efficiency and go for the lowest cost, while over 90% would consider insisting on the highest environmental standards and a similar number did not believe that doing so would put off landowners and developers by reducing their profits.

49% did not think it necessary to make new buildings look like existing ones (and there were a number of positive comments about using modern designs); of the rest, 12% wanted to see traditional designs.

Explicit approval for eco-homes was only 45%

Location of development.

One of the big decisions we have to make is whether we allocate space for the minimum number of houses we can get away with (currently 250 but probably double that when WODC final make up their minds). 38% were generally in favour of that approach, 41% generally against and 21% thinking about it. The number against fell slightly (36%) if we can have the necessary infrastructure to support the new homes so there is still considerable resistance to building anything more than our minimum quota.

There was strong opposition (68%) to building homes to the west of the village with access through the village but only 52% were in favour of a link road or western bypass to the A40.

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Building north of the A40 met with some resistance (32%) with only 19% definitely in favour; the rest would consider the idea but were not yet fully convinced.

Redeveloping the industrial area to make it attractive to new technology businesses was well received (10% were against) and adding starter homes to the mix was generally supported. There was support for building houses (22%) rather than new businesses but most people (44%) were in the undecided category at this stage.

Lessons learned.

This survey deliberately looked for detailed information rather than simple yes/no answers. The number of responses has been low but where we can correlate with census data which covers the whole village the results match closely so there are some things we can learn.

We had already identified the need for homes into which people can downsize as the family homes becomes a burden rather than a place of happy memories and that is confirmed by the results. The distinction is important as we think the type of property needed is different from one with the same number of bedrooms but intended as a starter home for new families.

Location of facilities such as schools and shops is important with many people choosing to walk rather than drive. An ideal maximum distance of 800m (10 minutes walk) is considered the norm and that is confirmed by the survey. People still need to use their cars so adequate access, parking and dropping-off space will be needed at a new school for example.

School provision is adequate but we know there is no spare capacity and a new Primary School is needed. It seems that childcare provision is not really adequate and attention will need to be given to providing pre-school and before-and-after school places alongside any new Primary School.

Quite a number of people, young and old, rely on walking to the shops for some and in many cases all of their shopping which reinforces our case for not building a larger store away from the village centre which would be more difficult to reach on foot.

Parking causes quite a bit of resentment, even anger, to the point where we face opposition to the NP simply because the local authority haven't fixed problems in the past. The NP can and will set policies which minimise parking and access problems for new developments. Unfortunately the NP cannot address these old issues apart from recommending where Community Infrastructure Levy (CIL) from new developments can be directed to help improve the existing situation. EPC may have to fund highway and parking improvements which should really be the responsibility of OCC but for which there is no money.

There does seem to be a desire for new homes to be built to the highest environmental standards and we will set our policies accordingly. Context comes across as important – people are generally willing to have modern designs built but not to have a clash between styles.

When it comes to where and how many new homes should be built there is no clear consensus. This probably represents the situation within EFSG as well; we can see benefits in having more houses but also the potential drawbacks. Likewise there are pros and cons for development to the west and the north; neither would be acceptable without considerable infrastructure to support them.

We need to continue the debate and aim to build both for and against cases until a clearer picture develops.



eynsham futures

creating a Neighbourhood Plan for Eynsham

Consultation Part II – resident's questionnaire.

Background: If it is adopted, the Eynsham Neighbourhood Plan will become the 'rules' which govern development of new homes within the Parish of Eynsham for the next 15 years. There are two stages to adoption of the plan:

- it has to be passed as 'sound' by planning professionals – that is it doesn't break national planning regulations and is likely to achieve its stated goals and deliver enough new homes
- it has to get over 50% of the vote at a referendum for village residents.

To pass both of these we need to have lots of feedback from village residents which is why we need as many people as possible to complete this questionnaire, either on paper or on line.

By completing all the questions you can, you will demonstrate to the professionals that the plan is based on real facts and represents the views of the village as a whole. For this reason we are asking that you identify yourself by giving your phone number, so we can show that the data we gathered has come from bona-fide village residents. We won't publish names or quote you or pass on any details to other people but we would like to be able to check who the information came from.

If there are questions you don't want to answer – please just leave them blank

You can also tell us if there are things that you will not accept – this is particularly important as we don't want to waste our efforts by including something lots of people don't like and then having the plan rejected at the referendum.

One thing cannot be changed – there will be at least 250 new homes built in the Parish over the next 15 years. What you can influence is where they will be built, the types that are built, their design and environment and what infrastructure (roads, schools, shops, business premises, medical facilities, etc) need to be provided to ensure that we maintain or even improve the benefits of village life that we currently enjoy.

You can find the on-line version of this questionnaire at www.eynshamfutures.org.uk where you will find more information about the plan and its progress.

If you don't go 'on line' you can get more information by calling Richard Andrews on 880106 (evenings only please)

1. Can we contact you? A telephone number is enough:

We will only contact you if we are asked to prove that all responses come from Eynsham residents. Please answer as many questions as you want to – partially completed forms are welcome.

2. How do you expect your housing needs to change in the next 15 yrs?

Purpose – to estimate the need for different types of housing required for existing residents of the village.

Do you expect that, over the next 15 years your housing requirements will

- stay the same
- need a bigger house as the family grows.
- need an extension/annexe so house can accommodate another generation.
- need new house for the children to form a new household.
- need to downsize to a more suitable property.

| 3. What type of property do you live in now and what do you expect to need in the next 15 years – please tick | Now | | | Future | |
|---|----------|------|-------|--------|------|
| | Buy /own | Rent | Other | Buy | Rent |
| Studio / 1-bed flat | | | | | |
| 2 or more bed flat | | | | | |
| 1-2 bed starter home | | | | | |
| 3-4 bed house or bungalow | | | | | |
| Large (4 or more) bed house | | | | | |
| Bungalow/small house specifically to downsize into | | | | * | * |
| Retirement property (e.g. with communal facilities) | | | | * | * |

* If you ticked here, please can you complete question 2 below as well.

4. How do you feel about 'downsizing' to a smaller property?

Purpose – to meet the housing needs of current residents who want to stay in the village as they get older. 'Downsizing' can give older people a home which is easier to maintain and the possibility of support when needed. It also frees up larger properties for families to move into – everyone benefits if it's done right.

| What best describes your response to these ideas about your housing needs as you get older – please tick | No | Maybe not | Neutral/ undecided | Maybe yes | Yes |
|---|----|-----------|--------------------|-----------|-----|
| I'd like to stay in the family home as long as I can | | | | | |
| I'd be more likely to move if I can find somewhere in the village | | | | | |
| I'd like to move but the effort involved puts me off the idea | | | | | |
| I'd want to move into a 'retirement village' property with communal facilities and some support on hand. | | | | | |
| I'd like to move to somewhere with support that I can rent | | | | | |
| I'd consider sharing my current home with a younger person | | | | | |
| I think it's wrong to even ask this sort of question as it puts pressure on older people to move out of the family home | | | | | |

5. What do you require from local shops?

Purpose – to establish the current and likely future need for local shopping facilities and identify any weaknesses in provision. (Local includes Tesco Express as well as all other village shops).

| What best describes your current (and future) use of local shops – please tick | No | Rarely | Sometimes | Mostly | Yes |
|--|----|--------|-----------|--------|-----|
| Most of my shopping is done at a large supermarket outside the village. | | | | | |
| I typically 'top up' at a local store once or twice a week | | | | | |
| I depend on local stores for most of my routine shopping | | | | | |
| I use one or more of the specialist food shops every week (e.g. bakers, butchers, green-grocers) | | | | | |
| I use the cafes / sandwich shops | | | | | |
| If there was a mid-sized supermarket* with a bit more choice I would probably go there rather than to Witney | | | | | |
| The shops in Eynsham cover most of my non-specialist needs | | | | | |

*e.g. size of Long Hanborough Co-op which is about twice the size of the Eynsham stores

6. What is your experience of traffic in the village?

Purpose – to establish the effects of current traffic flow and parking on existing residents with a view to at least not making the position worse and even making things better after any future development.

| These questions are for people who travel out of the village between 7 and 9 am for work (or any other reason) | Please tick the relevant box. Each line is a separate question. | | | |
|--|---|------------------|--------------------------------|-----------------------|
| This is the method of transport I use between 7 and 9am | walk | bus | car | cycle |
| For car users: I leave the village by car during peak hours and go via | A40 west | A40 East | Toll Bridge | Stanton - Harcourt Rd |
| For car users: Typically I waste this time (in minutes) queueing to get out of the village / over the Toll Bridge | < 2 | 2 - 5 | 5-15 | >15 |
| For car users: I might be able to use the bus but I'm put off by one or more of these problems. | Not possible | Waiting for bus | Delays in traffic | Cost / overcrowding |
| For car users: I might be able to use a bike but I'm put off by one or more of these problems. | Not possible | Not safe on road | No suitable facilities at work | |

7. What is your experience of parking in the village?

| What best describes your experience of parking in the village – please tick | No | Rarely | Sometimes | Often | Most days |
|--|----|--------|-----------|-------|-----------|
| I struggle to find a convenient parking place near the shops or places I need to get to. | | | | | |
| I can find a parking place in the Back Lane car park | | | | | |
| As a pedestrian, I find pavements blocked by parked cars | | | | | |
| As a cyclist/driver, I find roads obstructed by parked cars | | | | | |

8. What are your current or likely future need for schools and childcare?

Purpose – to find out what types local childcare and schooling is/will be required (and identify any weaknesses in current provision) so that we can recommend what new provision is needed to go with the new homes that are built. .

Ideally new homes should be built so parents and children can walk to school/childcare whenever possible (keep you fit, cuts down on traffic congestion and fuel bills) so we'd like to know how far you would be prepared to walk or cycle.

| What best describes your current (and future) needs over the next 15 years – please tick how many children | None | One | Two | Three | Four or more |
|---|------|-----|-----|-------|--------------|
| I'll probably be needing pre-school childcare for | | | | | |
| I'll probably be needing primary school places for | | | | | |
| I'll probably be needing senior school places for | | | | | |

If you use/need childcare please complete this section*

| Please describe your experience of existing childcare provision – please tick which apply | No | Not really | Maybe / acceptable | Mostly OK | Yes |
|---|--------------|------------|--------------------|-----------|-----|
| Is local childcare available at times you require? | | | | | |
| Would you use more hours if they were available? | | | | | |
| Is local childcare available at an affordable cost? | | | | | |
| Did you have to go on a 'waiting list' to get the childcare you need? | | | | | |
| Do you use a car to get children to childcare? | | sometimes | | | |
| How far would you be willing to walk (minutes) before you would usually use the car to childcare? | Not possible | 3 | 5 | 10 | 15 |

9. More questions about your experience of local schools

If you have children at school please complete this section*

| Please describe your experience of existing school provision – please tick which apply | | | | | |
|---|--------|--------|----------------|--------|--------|
| Did your children get into the Primary School of your choice? | no | | | | yes |
| Did your children get into Secondary School of your choice? | no | | | | yes |
| Do you use a car to get your children to Primary School? | no | rarely | some- times | often | always |
| Do you use a car to get your children to Senior School? | no | rarely | | often | always |
| I'd walk to Primary School as long as it doesn't take more than | never! | 3 min | 5 min | 10 min | more |
| I'd cycle to Primary School as long as it doesn't take more than | never! | 3 min | 5 min | 10 min | more |
| I'd let my children walk to Senior School as long as it doesn't take more than | never! | 3 min | 5 min | 10 min | more |
| I'd let my children cycle to Senior School as long as it doesn't take more than | never! | 3 min | 5 min | 10 min | more |

**please complete these questions as well if you have recently had or will soon have one or more children using childcare or schools. Grandparents who take children to school can answer as well.*

10. Long-term environmental sustainability.

Purpose – to establish village opinion about the benefits and costs of building to the highest eco-standard of energy efficiency and reduced water use; encouraging other ways of reducing energy use and the village's 'carbon footprint' in general.

When land gets planning permission it becomes worth typically £100,000 per building plot – a huge windfall profit to the landowner and about half the cost of building a house in this area.

It might cost £20,000 extra to build to the highest standards, money that would probably be recovered in savings on energy bills over 20-25 years.

| Here are some of the issues associated with building new homes to the highest environmental standards; what is your reaction to these ideas – please tick | Bad idea – No! | I'll need a lot of persuasion | Worth thinking about | Shows promise | Great idea |
|--|----------------|-------------------------------|----------------------|---------------|------------|
| Houses should be built as cheap as they can be – if people want eco-add-ons they should do them for themselves. | | | | | |
| We should insist on homes being built to the highest standards; the market sets the price anyway so the landowners will have to take less windfall profit. | | | | | |
| We should not insist on higher standards otherwise landowners won't sell and builders won't build. | | | | | |
| Houses must be designed to look like existing houses in the village/district even if that makes them less efficient to run. | | | | | |
| We should allow modern eco-homes to be built as long as they are not next door to older traditional buildings | | | | | |
| We should encourage small-scale horticulture / small-holdings round the edge of the village to provide local food | | | | | |
| We should expect (larger-scale) developers to provide a few plots for self-build homes. | | | | | |

Please use this space to make any additional comments about any of the questions:

11. What is your view on some of the 'big issues'?

Purpose – at this stage we are NOT deciding what the plan will recommend but we do have to come up with the options to be considered; now we need to know village opinion about some of the options the Neighbourhood Planning group have come up with.

If lots of people think these ideas are unacceptable there won't be much point in including them as they won't get passed the final referendum.

If you want more information about these choices, please come along to the Public Meeting we will be holding in the Village Hall at 7.30pm on October 7th or e-mail eynsham.futures@gmail.com or phone 880106 (evenings only please)

| These are the options discussed so far; what is your reaction to these ideas – please tick | Bad idea – No! | I'll need a lot of persuasion | Worth thinking about | Shows promise | Great idea |
|---|----------------|-------------------------------|----------------------|---------------|------------|
| We should resist building more homes as much as we can – only take the minimum number we can get away with | | | | | |
| We should consider having more than our minimum allocation of new homes as long as we can have the roads, schools and other facilities to cope with the extra people. | | | | | |
| We should build our allocation of new homes west of the village with road access from the existing village (not the A40) | | | | | |
| We should only build houses to the west if a new access road/bypass is built round the west side of the village. | | | | | |
| We should consider building to the north of the A40 with a safe cycle and footpath access under/over the A40. | | | | | |
| We should aim to build more houses on the Southern Industrial area rather than expand business use | | | | | |
| We should aim to redevelop the industrial area for high-tech, science-based firms, including new start-ups | | | | | |
| The industrial area needs a mix of new business premises and some new starter homes for the skilled staff they will need | | | | | |

If you are willing to give us more details, please add them here

Name _____

Address _____

If you want us to keep you updated with progress, please give us your e-mail address (we regret that e-mail is the only way we can keep in touch with you directly)

E-mail _____