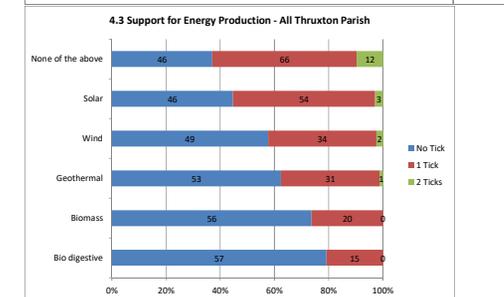
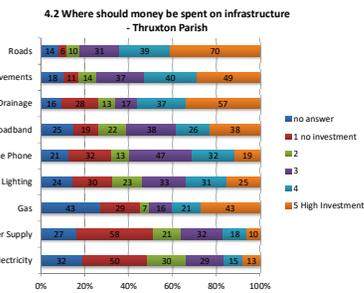
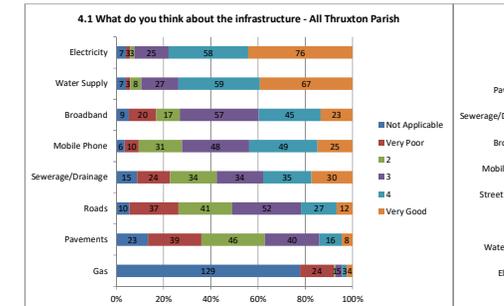
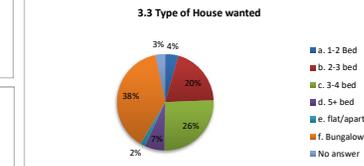
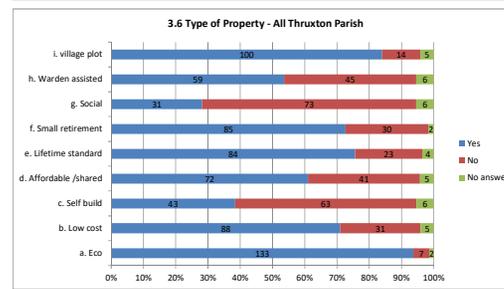
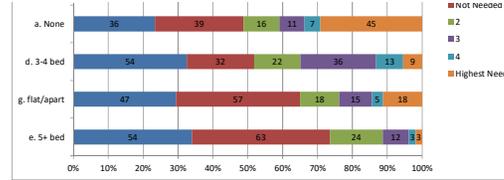
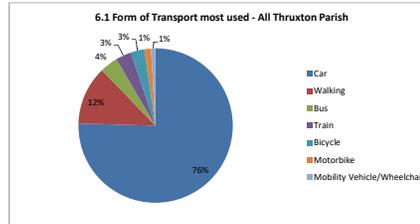


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|--------|---|------------------|----------------------|---------------------------------|-------------------------------------|----------------------|---------------------|-------------|--------------------|-----------------|-----|
| | | 121 | 15 | 7 | 23 | | 11 | 39 | 1 | 21 | |
| 3.4.i | With a Garden | None | Small | Family | Communal | | | | | | |
| | | 1 | 64 | 74 | 6 | | | | | | |
| | Type of Housing most needed | No answer | | | | | | | | | |
| | e. 5+ bed | 54 | 63 | 24 | 12 | 3 | | | | | |
| | g. flat/apart | 47 | 57 | 18 | 15 | 5 | 18 | | | | |
| | d. 3-4 bed | 54 | 32 | 22 | 36 | 13 | 9 | | | | |
| | a. None | 36 | 39 | 16 | 11 | 7 | 45 | | | | |
| | b. 1-2 Bed | 40 | 21 | 16 | 30 | 23 | 34 | | | | |
| | f. Bungalow | 36 | 20 | 15 | 25 | 31 | 39 | | | | |
| | c. 2-3 bed | 40 | 23 | 10 | 33 | 35 | 29 | | | | |
| 3.6 | Should those properties be | a. Eco | b. Low cost | c. Self build | d. Affordable /shared | e. Lifetime standard | f. Small retirement | g. Social | h. Warden assisted | i. village plot | |
| | Yes | 133 | 88 | 43 | 72 | 84 | 85 | 31 | 59 | 100 | |
| | No | 7 | 31 | 63 | 41 | 23 | 30 | 73 | 45 | 14 | |
| | No answer | 2 | 5 | 6 | 5 | 4 | 2 | 6 | 6 | 5 | |
| 3.7 | Any people who need alternative accommodation | Yes | No | | | | | | | | |
| | | 47 | 125 | | | | | | | | |
| 3.8 | If yes then when | no answer | within 5 | 5-10 years | >10 years | | | | | | |
| | | 46 | 19 | 46 | 10 | | | | | | |
| 3.9 | Would they remain in the village | no answer | Yes | No | Not sure | | | | | | |
| | | 44 | 28 | 7 | 20 | | | | | | |
| 3.10 | If remain what type of property would they need | no answer or N/A | a. Flat/ Small House | b. Family | c. Level access | d. Sheltered | e. Low cost | | | | |
| | | 52 | 23 | 13 | 7 | 4 | 11 | | | | |
| 3.11 | If rent would you want to own | no answer or N/A | Yes | No | | | | | | | |
| | | 71 | 11 | 11 | | | | | | | |
| 3.12 | If yes then why not | no answer or N/A | a. Too expensive | b. Available housing wrong size | c. Available is unsuitable for need | | | | | | |
| | | 65 | 17 | 1 | 0 | | | | | | |
| 3.13 | How many houses could be constructed in the next 15 years | a. >300 | b. up to 300 | c. up to 200 | d. up to 100 | e. up to 50 | f. up to 25 | g. up to 10 | h. none | No answer | |
| | | 0 | 0 | 2 | 10 | 28 | 51 | 59 | 23 | 5 | |
| 3.14 | What size of developments is most appropriate | a. more than 25 | b. 10-25 | c. <10 | d. individual | No answer | | | | | |
| | | 6 | 40 | 83 | 89 | 2 | | | | | |
| 3.15 | Do you think development should | a. In one go | b. over 15 years | No answer | | | | | | | |
| | | 20 | 148 | 2 | | | | | | | |
| 4.1 | What do you think about the infrastructure | N/A | 1 Poor | | | | | | | | |
| | | 129 | 24 | 1 | 5 | 4 | 2 | | | | |
| 4.1a.g | Pavements | 23 | 39 | 46 | 40 | 16 | 8 | 1 | 125 | 64 | 173 |
| 4.1h | Roads | 10 | 37 | 41 | 52 | 27 | 12 | 1 | 130 | 91 | 180 |
| 4.1a | Sewerage/Drainage | 15 | 24 | 34 | 34 | 35 | 30 | 1 | 92 | 99 | 173 |
| 4.1e | Mobile Phone | 6 | 10 | 31 | 48 | 49 | 25 | 2 | 89 | 122 | 171 |
| 4.1f | Broadband | 9 | 20 | 17 | 57 | 45 | 23 | 2 | 94 | 125 | 175 |
| 4.1b | Water Supply | 7 | 3 | 8 | 27 | 59 | 67 | 4 | 38 | 153 | 175 |
| 4.1c | Electricity | 7 | 3 | 3 | 25 | 58 | 76 | 1 | 31 | 159 | 175 |
| 4.2 | Where should money be spent on infrastructure | no answer | 1 no investment | | | | | | | | |
| | | 32 | 50 | 30 | 29 | 15 | 13 | | | | |
| 4.2c | Water Supply | 27 | 58 | 21 | 32 | 18 | 10 | | | | |
| 4.2g | Gas | 43 | 29 | 7 | 16 | 21 | 43 | | | | |
| 4.2i | Street Lighting | 24 | 30 | 23 | 33 | 31 | 25 | | | | |
| 4.2b | Mobile Phone | 21 | 32 | 13 | 47 | 32 | 19 | | | | |
| 4.2d | Broadband | 25 | 19 | 22 | 38 | 26 | 38 | | | | |
| 4.2a | Sewerage/Drainage | 16 | 28 | 13 | 17 | 37 | 57 | | | | |
| 4.2f | Pavements | 18 | 11 | 14 | 37 | 40 | 49 | | | | |
| 4.2h | Roads | 14 | 6 | 10 | 31 | 39 | 70 | | | | |
| 4.3 | Should NP support the development of | no tick | 1 tick | 2 tick | Ticks | | | | | | |
| | | 57 | 15 | 0 | 15 | 21% | | | | | |
| 4.3c | Bio digestive | 56 | 20 | 0 | 20 | 26% | | | | | |
| 4.3a | Geothermal | 53 | 31 | 1 | 33 | 39% | | | | | |
| 4.3d | Wind | 49 | 34 | 2 | 38 | 45% | | | | | |
| 4.3c | Solar | 46 | 54 | 3 | 60 | 58% | | | | | |
| 4.3e | None of the above | 46 | 66 | 12 | 90 | 73% | | | | | |
| 4.5 | Concerned about Air Quality | no answer | Yes | no | Yes % | No % | | | | | |
| | | 4 | 53 | 126 | 29% | 69% | | | | | |
| 5.1 | Do you own/run a business | no answer | Yes | no | 17% | 80% | | | | | |
| | | 4 | 29 | 135 | | | | | | | |
| | If Yes is it in the Parish | N/A | Yes | no | 41% | 59% | | | | | |
| | | 57 | 14 | 20 | | | | | | | |
| 5.3 | Able to find premises | no answer | Yes | no | 9% | 91% | | | | | |
| | | 47 | 3 | 31 | | | | | | | |
| 5.4 | Employ Staff locally | no answer | Yes | no | 24% | 76% | | | | | |
| | | 37 | 11 | 35 | | | | | | | |



| | | | | | | | | | | |
|--------|---|--------------|----------|----|----------------|-----|----|---------|-----------|--------------|
| 5.5 | Difficult to recruit locally | 44 | 4 | 33 | 11% | 89% | | | | |
| 6.1 | What form of Transport most used | Tick | % of 176 | | | | | | | |
| 6.1a | Car | 160 | 91% | | | | | | | |
| 6.1c | Walking | 26 | 15% | | | | | | | |
| 6.1d | Bus | 8 | 5% | | | | | | | |
| 6.1f | Train | 7 | 4% | | | | | | | |
| 6.1b | Bicycle | 6 | 3% | | | | | | | |
| 6.1e | Motorbike | 3 | 2% | | | | | | | |
| 6.1g | Mobility Vehicle/Wheelchair | 2 | 1% | | | | | | | |
| 6.2 | What Transport like to use more | Tick | | | | | | | | |
| 6.2a | Bus | 73 | 41% | | | | | | | |
| 6.2f | Walking | 52 | 30% | | | | | | | |
| 6.2c | Bicycle | 37 | 21% | | | | | | | |
| 6.2b | Train | 22 | 13% | | | | | | | |
| 6.2d | Motorbike | 4 | 2% | | | | | | | |
| 6.2e | Mobility Vehicle/Wheelchair | 3 | 2% | | | | | | | |
| 6.3 | How often do you catch a bus | Tick | | | | | | | | |
| 6.3a | Daily | 0 | 0% | | | | | | | |
| 6.3b | A few times a week | 5 | 3% | | | | | | | |
| 6.3c | A few times a month | 5 | 3% | | | | | | | |
| 6.3d | Occasionally | 22 | 13% | | | | | | | |
| 6.3e | Hardly Ever | 29 | 17% | | | | | | | |
| 6.3f | Never | 112 | 65% | | | | | | | |
| 6.5 | Creation of better footpaths | Tick | | | | | | | | |
| 6.5a | Strongly in favour | 102 | 61% | | | | | | | |
| 6.5b | Moderately in favour | 59 | 35% | | | | | | | |
| 6.5c | Moderately against | 3 | 2% | | | | | | | |
| 6.5d | Strongly against | 3 | 2% | | | | | | | |
| 6.7 | Do you think there is a parking problem | Tick | | | | | | | | |
| 6.7a | Strongly agree | 28 | 18% | | | | | | | |
| 6.7b | Agree | 59 | 37% | | | | | | | |
| 6.7c | Disagree | 63 | 39% | | | | | | | |
| 6.7d | Strongly disagree | 10 | 6% | | | | | | | |
| 6.9 | Traffic throughout the Parish | | | | | | | | | |
| | | 1 no concern | 2 | 3 | 4 High concern | | | | | |
| 6.9.1 | Thrxuton Village | no answer | | | | | | | | |
| 6.9.1a | Volume of Traffic | 19 | 13 | 28 | 41 | 33 | 36 | 4+5>50% | 3+4+5>50% | Total Respon |
| 6.9.1d | Noise of Traffic | 20 | 12 | 21 | 39 | 36 | 41 | 69 | 110 | 170 |
| 6.9.1f | Risk to cyclists/mobility | 20 | 6 | 14 | 32 | 49 | 50 | 99 | 131 | 171 |
| 6.9.1b | Size of vehicles | 15 | 6 | 15 | 17 | 42 | 75 | 117 | 134 | 170 |
| 6.9.1e | Risk to pedestrians | 17 | 5 | 11 | 32 | 48 | 61 | 109 | 141 | 174 |
| 6.9.1c | Speed of Traffic | 13 | 3 | 12 | 23 | 37 | 87 | 124 | 147 | 175 |
| | | 1 no concern | 2 | 3 | 4 High concern | | | 4+5>50% | 3+4+5>50% | Total Respon |
| 6.9.2 | Dauntsey Lane | no answer | | | | | | | | |
| 6.9.2d | Noise of Traffic | 86 | 6 | 11 | 25 | 7 | 9 | 16 | 41 | 58 |
| 6.9.2a | Volume of Traffic | 83 | 9 | 12 | 20 | 11 | 10 | 21 | 41 | 62 |
| 6.9.2e | Risk to pedestrians | 84 | 8 | 8 | 15 | 13 | 18 | 31 | 46 | 62 |
| 6.9.2f | Risk to cyclists/mobility | 84 | 7 | 5 | 13 | 17 | 17 | 34 | 47 | 59 |
| 6.9.2b | Size of vehicles | 82 | 8 | 6 | 14 | 17 | 20 | 37 | 51 | 65 |
| 6.9.2c | Speed of Traffic | 82 | 5 | 7 | 13 | 14 | 24 | 38 | 51 | 63 |
| | | 1 no concern | 2 | 3 | 4 High concern | | | 4+5>50% | 3+4+5>50% | Total Respon |
| 6.9.3 | Thrxuton Down | no answer | | | | | | | | |
| 6.9.3a | Volume of Traffic | 86 | 13 | 14 | 19 | 8 | 9 | 17 | 36 | 63 |
| 6.9.3b | Size of vehicles | 88 | 12 | 13 | 16 | 9 | 14 | 23 | 39 | 64 |
| 6.9.3d | Noise of Traffic | 88 | 10 | 13 | 17 | 16 | 9 | 25 | 42 | 65 |
| 6.9.3e | Risk to pedestrians | 87 | 9 | 9 | 16 | 13 | 15 | 28 | 44 | 62 |
| 6.9.3f | Risk to cyclists/mobility | 87 | 8 | 5 | 14 | 19 | 16 | 35 | 49 | 62 |
| 6.9.3c | Speed of Traffic | 82 | 6 | 6 | 14 | 14 | 30 | 44 | 58 | 70 |
| | | 1 no concern | 2 | 3 | 4 High concern | | | 4+5>50% | 3+4+5>50% | Total Respon |
| 6.9.4 | Parkhouse Cross | no answer | | | | | | | | |
| 6.9.4b | Size of vehicles | 92 | 7 | 12 | 18 | 9 | 11 | 20 | 38 | 57 |
| 6.9.4a | Volume of Traffic | 92 | 8 | 10 | 19 | 11 | 10 | 21 | 40 | 58 |
| 6.9.4d | Noise of Traffic | 92 | 9 | 8 | 18 | 13 | 11 | 24 | 42 | 59 |
| 6.9.4e | Risk to pedestrians | 91 | 7 | 8 | 13 | 14 | 18 | 32 | 45 | 60 |
| 6.9.4c | Speed of Traffic | 91 | 7 | 6 | 17 | 13 | 18 | 31 | 48 | 61 |
| 6.9.4f | Risk to cyclists/mobility | 91 | 7 | 7 | 12 | 19 | 18 | 37 | 49 | 63 |

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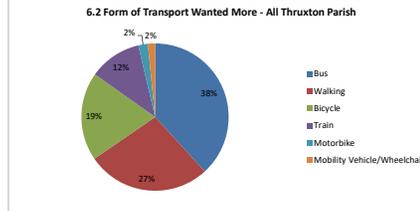
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