

Transport & movement key points from survey

Unsurprisingly the form of transport used most across both villages is the car: 234 (87 %) ; walking 9 (3.35%) ; train 7; bus 4; bicycle 2; Speed and volume of traffic were mentioned frequently as issues, sometimes in direct responses to question 4k where more than 50% of respondents saw a problem but it was also mentioned in 2b, and in other free text comments. Pedestrian safety, the lack of footpaths, no pavements or safe space on narrow roads used by HGVs and farm vehicles was noted. 2d benefits of sustainable development (below with weighted responses) showed safe pedestrian routes received 43 votes as important and 10 v important. Safe cycle routes received 33 votes as important.

Chart of responses to 2e: what worries you about further development in your village:

2e shows that increased traffic and need for extra parking provision, outside homes but also local facilities, are significant issues for respondents .

Road signs: approx 66% of respondents don't think we have too many road signs (see sep chart)

Mobility issues :Q4e about getting around if you have mobility issues elicited comments on pavements, need for better road surfaces, a shuttle bus to station, provision of dropped kerbs, speed limits, parking at station, parked cars in the way, need for adequate bus service, better lighting, cannot get mobility vehicle on bus, need for bus to connect with train.

Bus and train: frequency of use replies to Q4c & 4d

	bus	train
Daily	2	5
Few times a week	2	7
Few times a month	6	53
Occasionally	24	113
Hardly ever	37	42
Never	186	40
Blank	11	8

Q4 f: Railway station is seen as asset: strongly agree **199**; agree **48**; disagree 0; strongly disagree 0; don't know 13

Development of parking and improved access at station: strongly in favour **109** ; moderately in favour **89**; moderately against 14; strongly against 17 ; don't know 28

Comments on frequency of use of public transport: having to drive to station, late return for train, lack of parking at station; train not suitable for wheel chair, Passengers now have to change at Salisbury or Southampton (whereas before the loop line the Portsmouth to Cardiff train stopped at Dean).

Bus route is seen as slow which is a reason not to use it. Cost of public transport was also mentioned as an issue

Footpaths and bridleways:

Creation of footpaths: Strongly in favour **139**; Moderately in favour **80**; moderately against 17; strongly against 5; don't know 16

Creation of bridleways: strongly in favour **110**; moderately in favour **91**; moderately against 11; strongly against 12; don't know 28

Comments asked for better signs and information about footpaths, better footpath maintenance

Suggestions for Parish Councils and community to think about: community taxi, community car scheme