
LEVEL 1 QUESTIONNAIRE RESULTS AND ANALYSIS

INTRODUCTION

Catshill and North Marlbrook Parish covers some 323 Hectares with around 2800 households and a population of just under 7,000(6750 at 2011 census). Catshill village lies to the West of the A38 trunk Road with North Marlbrook lying to the East. The parish has a long history and was based around hand making of nails; some of the cottages used for this industry are still in existence. It has grown over the years with the addition of 'affordable' estates, then with considerable infill and latterly with mixed housing estates.

It is in a semi rural location being bounded by the M5 motorway to the North and West with the M42 motorway to the South. To the West and East is open countryside, to the North the Birmingham conurbation and approximately 4 kilometres to the South the centre of Bromsgrove Town.

Bromsgrove District (Summer 2013) published a baseline report on Green infrastructure. Green infrastructure (GI) is a strategic network of green spaces that provide a wide range of environmental benefits (ecosystem services) in both rural and urban areas. GI also provides habitats for wildlife and through the creation and enhancement of 'green corridors', should aid the natural migration of more species responding to the changing climate. Catshill is identified in this report as *Principal Settled Farmlands (Landscape Character Type)* and this Character Type should be protected and enhanced, e.g. conserve and enhance the pattern of hedgerows and tree cover along waterways.

The Parish benefits from three schools ('First', 'Middle' and 'Special Education'), a doctors' and dentists' surgery, four churches, several public houses, several hairdressers and a range of shops and offices. The main shopping area is located along Golden Cross Lane, with a small public car park situated at the beginning of this retail area. (travelling from Lower Catshill) Takeaway shops predominate this shopping area. The post office is located within the Spa mini supermarket. There is limited parking on the Road, along the frontage of the shops and offices. The schools, library and coach services are situated along Meadow Road, also with limited parking.

Evidence needs to be collected in a robust and verifiable approach to support any findings of a Neighbourhood Plan;

"Proportionate, robust evidence should support the choices made and the approach taken. The evidence should be drawn upon to explain succinctly the intention and rationale of the policies in the draft neighbourhood plan"

Guidance Neighbourhood Planning March 2014

Initially questionnaires for businesses were developed to obtain information and evidence concerning businesses in Catshill. As a part of this study 18 Business Questionnaires have been completed which constitute the majority of these businesses in the Parish and is the subject of a separate report. The main conclusions from this survey are as follows;

"Over the next 5 years, the majority of businesses said they would not leave the Parish or move into new premises within the Parish, with their businesses remaining the same size. Therefore there will be few new job opportunities during this period.

A third of businesses would support retail and residential housing developments in the village, as long as these developments led to increased customers and trade. However another third of the businesses did not wish to see any new developments at all.

There was a general view that the shopping area suffered many inadequacies, including inadequate parking, lighting and signage, lack of access to premises and a need for quality, independent new shops and businesses open during normal working hours such as vets, deli, fruit and vegetable and flower shops to attract new customers to the village."

A residents' questionnaire was also required to provide a baseline of evidence for the Catshill and North Marlbrook Neighbourhood Plan, designated Level 1 Questionnaire, as a more detailed household survey (Level 2 Questionnaire) will be undertaken in 2018 once objectives and policies have been developed.

QUESTIONNAIRE DESIGN AND DISTRIBUTION

The purpose of the residents' questionnaire was to collect the views of residents, particularly on the issues that are of most concern to them, in the context of housing development, village infrastructure (shops, facilities and amenities) and conservation and protection of the environment. From the results and analysis of these views a Neighbourhood Plan Vision Statement can be developed, which will lead to appropriate objectives and planning policies.

A neighbourhood plan vision is an overarching statement, or series of statements, describing what you want your neighbourhood area to be like at the end of the plan period. This vision should be concise and locally distinctive and it may cover what you hope the area will look like, what facilities will be needed and what it will be like to live and work there.

On reviewing other Neighbourhood Plan questionnaires, most questions were open ended and didn't focus on specific issues. It was decided that a mix of 'open ended' and focused (specific topics or issues) or 'closed questions' would be included. A 5 point Likert scale was developed for the 'closed' questions from 1 (least strongly or important) to 5 (most strongly or most important). This would also allow, when the questions were analysed, to weight the responses to gain an overall ranking of issues. The 'open ended' questions could be analysed using text analysis, to categorise key issues or topics. A UK based online survey tool called 'Smart Survey' was used to collate the questionnaire results online and subsequently analyse these results.

It was also decided that people should be able to complete the questionnaire within a short period of time and therefore the questionnaire needed to be easily understood. A small pilot sample was undertaken and it was found that the questions were straightforward and no difficulties in completing them were found. The questions could be fitted onto double sided A4 paper and were answered in about 10 minutes. In tandem, an explanatory 4 sided leaflet was designed explaining in straightforward terms all about the Neighbourhood Plan process and the implications for local planning legislation.

The questionnaires were distributed through the Parish Council's spring newsletter, personal contacts, at club and social group meetings and two drop in workshops (May and June 2017) that were held to communicate about the Neighbourhood Plan and provide an interaction between the steering group members and the residents. Before the second drop in workshop, questionnaires and leaflets were distributed to every household in the Parish to ensure every resident had the opportunity to complete the questionnaire. An online version of the questionnaire was also set up on the Parish's Neighbourhood Plan website (www.catshillandnorthmarlbrookplan.org.uk).

SAMPLE SIZE

The accuracy that is required for the results will determine the sample size needed. Accuracy is related to confidence intervals, confidence level and the size of the population from which the sample is drawn. The larger the sample size, the more sure you can be that the answers truly reflect the population. This indicates that for a given confidence level, the larger your sample size, the smaller your confidence interval.

The **confidence interval** (also called margin of error) is the plus-or-minus figure usually reported in newspaper or television opinion poll results. For example, if you use a confidence interval of 4 and 47% percent of your sample picks an answer you can be "sure" that if you had asked the question of the entire relevant population between 43% (47-4) and 51% (47+4) would have picked that answer.

The **confidence level** tells you how sure you can be. It is expressed as a percentage and represents how often the true percentage of the population who would pick an answer lies within the confidence interval. The 95% confidence level means you can be 95% certain; the 99% confidence level means you can be 99% certain. Most researchers use the 95% confidence level.

When you put the confidence level and the confidence interval together, you can say that you are 95% sure that the true percentage of the population is between 43% and 51%. The wider the confidence interval you are willing to accept, the more certain you can be that the whole population answers would be within that range. For example, if you asked a sample of 1000 people in a city which brand of cola they preferred, and 60% said Brand A, you can be very certain that between 40 and 80% of all the people in the city actually do prefer that brand, but you cannot be so sure that between 59 and 61% of the people in the city prefer the brand.

Using the appropriate statistical calculation, with a population of 6750 residents in Catshill and North Marlbrook Parish, if 95% confidence level is required and at the most, confidence intervals of + or - figure of 6, at 50% response to an answer, a sample size of at least 250 is required. This target was achieved by the end of July 2017 (from starting in March 2017) when 263 questionnaires were completed and subsequently input to a software program for collation and analysis.

The confidence interval calculations assume that a genuine random sample is obtained of the population. The age ranges of the respondents were collected as question 9 (on a voluntary basis) and a spread of results across these age ranges were obtained, see table below. These results reflect the aging population which resides in the Parish.

Age of Respondents				Response Percent	Response Total
1	Under 18			1.5%	4
2	18-30			8.0%	21
3	31-50			22.4%	59
4	51-70			41.1%	108
5	Over 70			27.0%	71
Analysis	Mean:	3.84	Std. Deviation:	0.96	Satisfaction Rate: 71.01 answered 263
	Variance:	0.93	Std. Error:	0.06	

RESULTS AND ANALYSIS

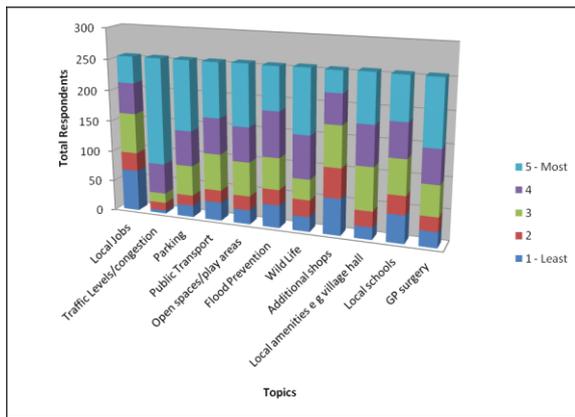
The following sections show the collated results for each question in the questionnaire and the subsequent analysis of these results.

Question 1. Please indicate how strongly you feel about the following topics:

RESULTS

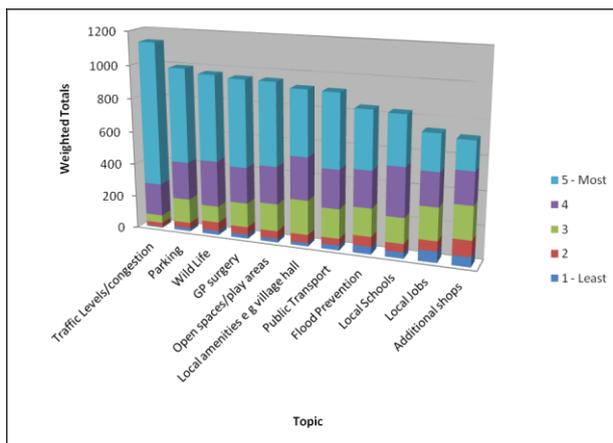
The results from this question are shown in tabular and graphical form as follows:

Answer Choice	1 - Least	2	3	4	5 - Most	Response Total
1 Local Jobs	69	34	65	52	43	263
2 Traffic Levels/congestion	9	14	19	49	173	263
3 Parking	22	18	51	59	113	263
4 Public Transport	33	23	61	58	88	263
5 Open spaces/play areas	25	24	58	58	99	263
6 Flood Prevention	39	28	52	75	69	263
7 Wild Life	27	29	34	69	105	263
8 Additional shops	62	50	68	49	34	263
9 Local amenities e g village hall	23	26	72	64	79	263
10 Local schools	47	32	57	57	70	263
11 GP surgery	29	23	51	55	105	263



A weighting was applied to the Likert Scale - 1(least) was weighted 1, 2 weighted 2, 3 weighted 3, 4 weighted 4 and 5(most) weighted 5. Weighted totals were then calculated for each topic and the order changed with the highest total first, as the following table and graph illustrates:

Answer Choice		1 - Least	2	3	4	5 - Most	Weighted Total
2	Traffic Levels/congestion	9	28	57	196	865	1155
3	Parking	22	36	153	236	565	1012
7	Wild Life	27	58	102	276	525	988
11	GP surgery	29	46	153	225	525	978
5	Open spaces/play areas	25	48	174	232	495	974
9	Local amenities e g village hall	23	52	216	256	395	942
4	Public Transport	33	46	183	232	440	934
6	Flood Prevention	39	56	156	300	345	896
10	Local schools	47	64	171	228	350	860
1	Local Jobs	69	68	195	208	215	755
8	Additional shops	62	100	204	196	170	732



ANALYSIS

67% of respondents felt 'most strongly', scoring 5 on Likert Scale, about 'traffic levels and congestion' in the village. The next highest score for 'most strongly' (5) was 'parking' with 44% of respondents. At the other end of the scale 26% of respondents scored 1 on Likert Scale i e 'least strongly' for 'jobs' followed by 23% feeling 'least strongly' for 'additional

shops'. Applying the weighted totals provided the same results for the top and bottom topics, therefore validating the resulting order.

Environmental topics of 'wild life' and 'open spaces' ranked 3rd and 5th respectively, but 'flood prevention' was forth from bottom in the ranking list.

Regarding local facilities and services, 'GP surgery' ranked top in fourth rank, with 'local amenities' sixth, 'public transport' seventh and 'local schools' least strongly in ninth position.

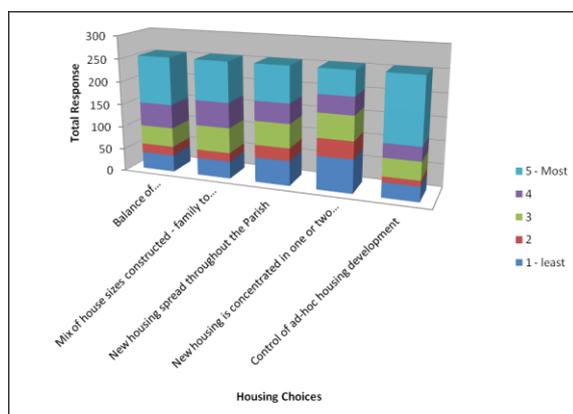
The greatest disparity in the weighted totals was rank 1 'Traffic Levels' to rank 2 'parking' - a difference of 143 points. The next biggest disparity was at the bottom of the rankings between rank 9 'local schools' and rank 10 'jobs'/rank 11 'additional shops' - a difference of 105 points. Only a few points separated each of the other topics. Therefore 'traffic levels' was overwhelmingly the single topic that the respondents felt strongly about and equally overwhelmingly the respondents felt least strongly about 'jobs' and 'additional shops' for the village.

Question 2. The District Council may allocate further housing developments to the Parish in the next few years to help it meet national targets. How important are the following issues to you?

RESULTS

The results from this question are shown in tabular and graphical form as follows:

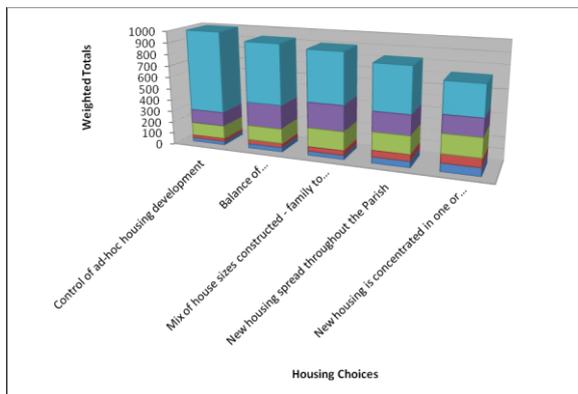
Answer Choice	1 - least	2	3	4	5 - Most	Response Total
1 Balance of 'private'/affordable/social/retirement type housing	41	21	44	53	104	263
2 Mix of house sizes constructed - family to single person	41	21	56	56	89	263
3 New housing spread throughout the Parish	57	29	54	45	78	263
4 New housing is concentrated in one or two areas	76	39	55	40	53	263
5 Control of ad-hoc housing development	35	13	40	34	141	263



A weighting was applied to the Likert Scale - 1(least) was weighted 1, 2 weighted 2, 3 weighted 3, 4 weighted 4 and 5(most) weighted 5. Weighted totals were then calculated for

each topic and the order changed with the highest total first, as the following table and graph illustrates:

Answer Choice		1 - least	2	3	4	5 - Most	Weighted Total
5	Control of ad-hoc housing development	35	26	120	136	705	1022
1	Balance of 'private'/affordable/social/retirement type housing	41	42	132	212	520	947
2	Mix of house sizes constructed - family to single person	41	42	168	224	445	920
3	New housing spread throughout the Parish	57	58	162	180	390	847
4	New housing is concentrated in one or two areas	76	78	165	160	265	744



ANALYSIS

54% of the respondents felt 'most strongly' about controlling ad hoc developments. They felt 'least strongly' (29%) about concentrating housing in one or two areas.

When weighted totals were applied to each topic, the highest weighted total was 'control of ad hoc developments' by 75 points. This topic was clearly the most important topic to the respondents.

'Balance of housing types' was next, closely followed by 'mix of housing sizes constructed'; a difference of only 27 points. Taking these results, both of these topics had parity and were equally important to the respondents.

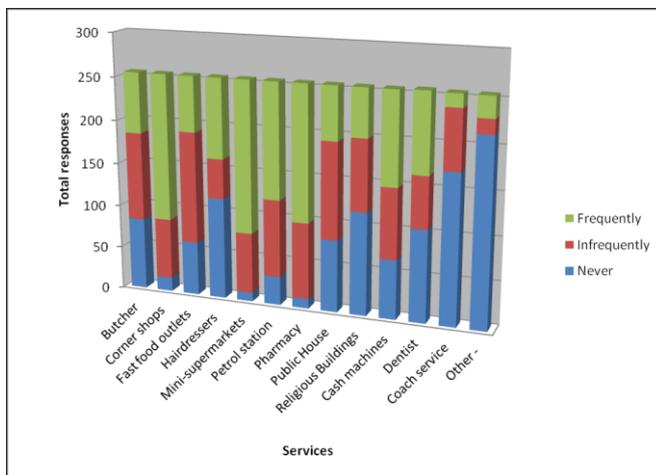
It was also clear from these results that respondents favoured new housing spread throughout the Parish rather than developments taking place in one or two areas; 103 points difference between the two topics.

Question 3. What local services do you tend to use?

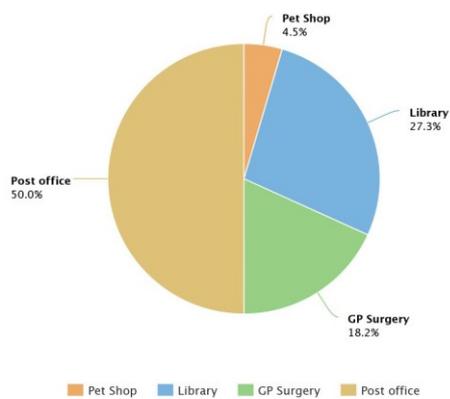
RESULTS

The results from this question are shown in tabular and graphical form as follows:

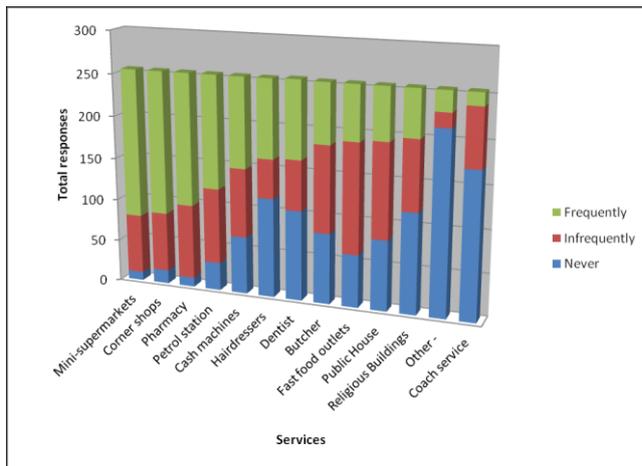
Answer Choice	Never	Infrequently	Frequently	Response Total
1 Butcher	87	104	72 (27%)	263
2 Corner shops	16	71	176 (67%)	263
3 Fast food outlets	64	132	67 (25%)	263
4 Hairdressers	120	48	95 (36%)	263
5 Mini-supermarkets	10	73	180 (68%)	263
6 Petrol station	36	90	137 (52%)	263
7 Pharmacy	13	93	157 (60%)	263
8 Public House	86	114	63 (24%)	263
9 Religious Buildings	122	85	56 (21%)	263
10 Cash machines	70	83	110 (42%)	263
11 Dentist	108	61	94 (37%)	263
12 Coach service	179	69	15 (6%)	263
13 Other -	222	17	24 (9%)	263



Other Services



Local services - in order of use on 'frequently' basis:



ANALYSIS

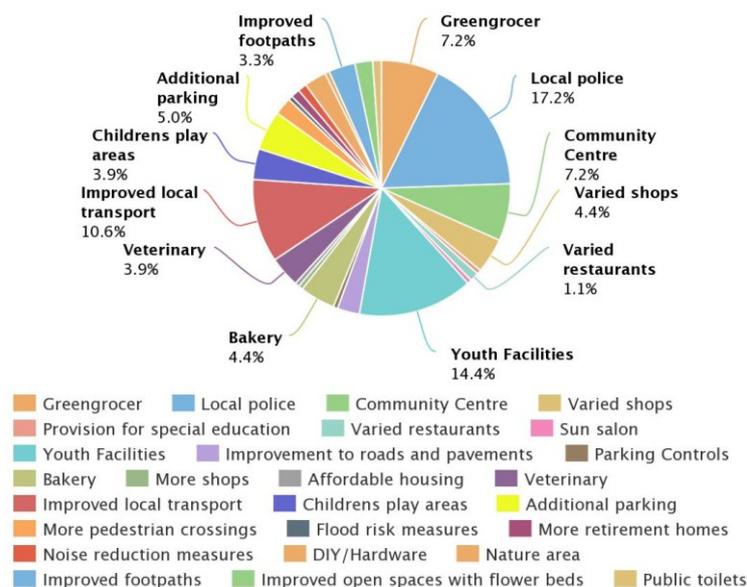
The most frequently used services are 'mini-supermarkets' and 'corner shops', at 68% closely followed by 'pharmacy' (60%). The lowest used services are 'coach service' (68% never), 'other' and 'religious buildings' (46% never).

The main shops/services in Golden Cross Lane are 'fast food outlets' 'hairdressers', 'dentist' and 'butcher' but each have a significant proportion of respondents who never or infrequently use their services - 'fast food outlets' is 75%; 'hairdressers' is 64%; 'dentist' is 63% and 'butcher' is 73%. Therefore according to the survey results, the majority of shoppers are not local residents but come from outside the village, mostly by car which could be a contributory reason for the parking problems in this shopping area. Equally parking problems could be exacerbated in Meadow Road where the 'coach services' are located.

Question 4. What additional services and facilities are needed in the Parish? (please list)

RESULTS

Additional services and facilities were categorised and collated using text analysis and the results shown below in a pie chart:



Top six responses for additional services and facilities (over 60% of responses)

1. Local Police 17.2%

- "Police patrols on foot/motorbike"*
- "Community police officers patrolling streets"*
- "Increased police presence in village"*
- "Local police officer with office"*
- "Police patrols for Milton Road and Byron Way"*
- "Improved policing to catch drug dealers"*

2. Youth Facilities 14.4%

- "Better youth facilities"*
- "Skate park or similar for teenagers"*
- "Youth Club"*
- "Amenities for young people eg basket ball court"*
- "Adult outdoor gym equipment"*
- "Youth Centre"*

3. Improved Public Transport 10.6%

- "Transport directly to Bromsgrove station"*
- "Local transport - more frequent buses to Bromsgrove - more frequent trains to Birmingham"*
- "Improved bus services"*
- "Better public transport for North Marlbrook. It seems adequate for Catshill"*
- "Better bus routes"*
- "Improved bus service for Old Birmingham Road"*
- "Improved bus service to Marlbrook"*
- "Improved bus service 147 to Halesowen"*
- "More frequent buses especially in the evening"*
- "Bus services that run later than 10 pm during the week"*
- "Bus service to hospitals"*

4. Community Centre 7.2%

"Friend Ship Groups, Childcare Groups, Local Age Concern"

"Community Groups including elderly and young people"

"Community centre"

"Community activities for elderly people"

"Activities for elderly"

"Facilities for older people"

"Community hall for various activities"

"A village hall with larger capacity for all ages and events"

"Cricket club"

"Bowling club"

"Exercise activities"

5. Greengrocer 7.2%

"Fruit and vegetable shop"

"Greengrocer/flower shop"

"A quality greengrocers"

6. Additional Parking 5.0%

"Improved parking"

"More parking space for people who work in village"

"Car park at north end of the village"

"More parking facilities to stop cars parking on pavements"

"Insufficient parking for further shops"

"More parking availability, by shopping area and schools"

ANALYSIS

Both Local police (17.2%) and youth facilities (14.4%) ranked highly because they are part of the same issue -'anti social behaviour'. (See results of question 6) In the views of the respondents, vandalism and anti social behaviour are carried out, to a large extent, by gangs of youths who have no outlets to occupy them in Catshill.

Therefore, an increased police presence to deter them and facilities designed to use their time more constructively. The need for a community centre (7.2%) also partly relates to this requirement for youth facilities although activities for the elderly was seen to be most important.

Improved public transport (10.6%) was an important issue to respondents not just for this question but other questions as well (See results of questions 6 and 7). In particular, respondents from North Marlbrook felt the bus services could be improved for them; also younger respondents were concerned that services after 10 pm were not available.

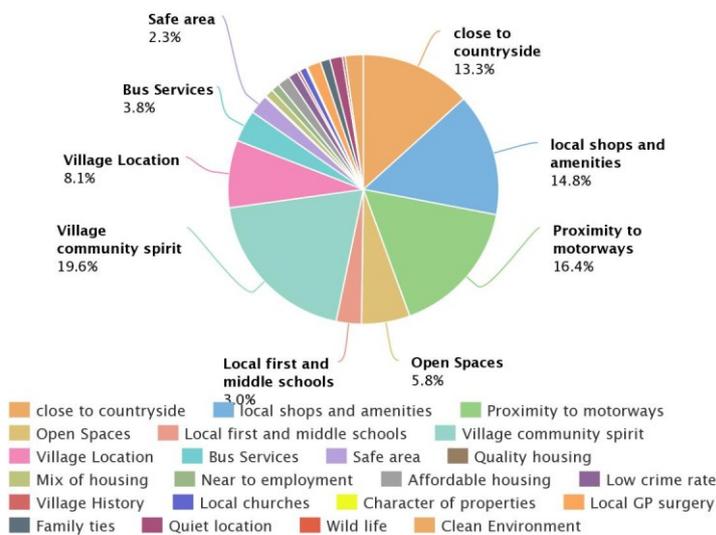
More varied shops were needed and greengrocer (7.2%) ranked highest followed by veterinary services, DIY/hardware, bakery and tanning salon.

Another theme throughout this report is parking issues and additional parking 5.2% ranked highly for this question, highlighting areas where more parking is required.

Question 5. What do you regard as the top three reasons that make it attractive to live in the Parish

RESULTS

Reasons that make it attractive to live in Catshill were categorised and collated using text analysis and the results shown below in a pie chart:



Top reasons for living in the village

Village Community Spirit 19.6%

"Village feel"

"The people in the community"

"Village atmosphere, very inclusive"

"Good community involvement"

"Friendly community"

"Community spirit"

"Village spirit"

"Community life"

"Pleasant village to live in"

"Sense of community"

"Village environment"

"Still has a village feel to it"

"Friendly residents"

"Close community"

"It is still a community and has so far not gone the way of many other villages and become a 'dormer town'"

"Classless, community spirit"

Proximity to motorways 16.4%, close to countryside 13.3%, village location 8.1% (Related to location - total 37.8%)

"Proximity to motorways, M5, M42 and Birmingham Airport"
"Access to major roads / transport"
"Near to motorways"
"Convenience of transport links as we are in the centre of the country"
"Access to Birmingham"
"Proximity to cities and towns"
"Countryside in walking distance"
"Next to beautiful countryside, short walk away"
"Good local access to countryside - hills, walks and wild life"
"Wild life easy reach"
"Good for dog walking, countryside access"
"Idyllic area with countryside"
"Near to open spaces"
"Beauty spots not far away"
"Walking routes to the countryside"
"Licky Hills and countryside nearby"
"Central base- good access"
"Semi rural location"
"Village setting"
"Proximity to Bromsgrove town"
"Mixture of rural and urban"
"Visitor attractions within easy reach - central location"
"Rural living"
"Self contained location"
"Quiet location"
"Accessible location"
"Close to local towns"
"Near to Rubery shopping centre"
"Good location for work in city"

Local shops and amenities 14.8%

"Shops convenient distance"
"Amenities, shops, takeaways"
"Catshill Social club"
"Convenience of local shops and doctors GP"
"Range of shops"
"Good local amenities (I use the Village hall a lot)"
"Garden centre close by"
"Local schools with library"
"Good amenities i.e. Shops, petrol station, pubs, fast food outlets etc"
"Good infrastructure in terms of shops, eateries, church etc"
"Local post office"
"Local pharmacy"

ANALYSIS

The top reason for living in the village is 'village community spirit' (19.5%). It is difficult to define the term community spirit; respondents used terms such as friendly people,

atmosphere, village feel, close community and community involvement. Perhaps other reasons like 'village history', 'wild life', clean environment', 'quiet location', 'safe area', 'local churches' and particularly 'family ties' should also be included in understanding what this term means.

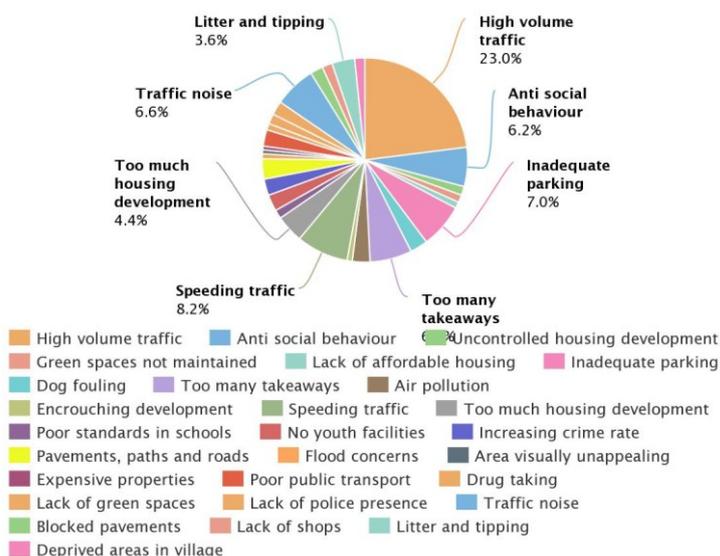
The other top reasons can be summarised as the geographical location of the village (total of 37.8%), close to the motorway network (16.6%), close to countryside (13.3%) and village location (8.1%). As one respondent said, " central base - good access".

Local shops and amenities (14.8%) also ranked highly, citing the convenience of shops as important, with the main shopping area located in the centre of the village. Also amenities such as GP surgery, schools and library are conveniently located for most residents, an exception being residents in North Marlbrook which has one mini supermarket located in this area.

Question 6. What do you regard as the top three reasons which detract from living in the Parish?

RESULTS

Reasons which detract from living in Catshill were categorised and collated using text analysis and the results shown below in a pie chart:



Top Reasons that detract from living in the village

Traffic Issues 37.8%

-High volume traffic 23.0%

"High levels of traffic at peak times"

"Increasing traffic through village, gridlock"

"Traffic congestion. Roads unable to cope with heavy traffic"

"Traffic from motorway diversions"

"Too much traffic through Catshill"
"High volumes of traffic, rat run"
"High volume of traffic along Stourbridge road"
"Heavy volume of traffic through estates"
"Horrendous traffic congestion - Catshill is a cut through"
"Increased through traffic due to external housing developments"
"Living next to a busy road"
"Threat' of increased traffic with proposed nearby housing developments"

-Speeding Traffic 8.2%

"Traffic too fast on lanes"
"Speed of passing traffic"
Speeding traffic on wildmoor lane"
"Traffic speed and noise on Golden Cross Lane"
"Traffic not adhering to speed limits"
"Lack of safe road crossings"
"Speeding on B roads"

-Traffic Noise 6.6%

"Noise from motorway" "
"Sound of lorries regularly going up Golden Cross Lane around 4.30am-5am often wakes me"
"Noise of cars at night"
"Motorways which are visible and noisy"

Inadequate Parking 7.0%

"Chaotic Parking especially at school times"
"Footpaths blocked by vehicles and having to go onto the road to get past"
"Parking around local schools - safety issue"
"Parking in housing areas"
"Parking problems outside Tesco in North Marlbrook"
"Difficulty parking in Golden cross Lane"
"Lack of car park spaces"
"Parking in Chadcote way, too many vans n cars"
"Parking on Meadow Road"
"Lack of parking in shop area"
"Problems parking during school hours"

Too many takeaways 6.6%

"Too many takeaways/fast food outlets"
"Unpleasant aromas form multiple takeaways"

Anti social behaviour 6.2%

"Catshill Marsh - rubbish and vandalism"
"large numbers of youths on streets"
"Type of people"

"Youths loitering near shops"
"Gangs of youths in public places"
"Antisocial behaviour by young people"
"Gangs of youths causing trouble"
"Crime - burglaries / young people causing trouble etc"
"Asbo behaviour"
"Unruly gangs of youths"
"Gangs of youths in evenings"
"Yobbish behaviour on streets"
"Hooliganism and vandalism"

Too much housing development 4.4%

"Over development of housing"
"Number housing developments"
"Over population of village"
"Too much development without infrastructure"
"Over development of housing"
"New houses being built when lack of space is available"
"Concern about extra housing that will increase traffic"
"Open space disappearing"
"Too many new houses in village"

ANALYSIS

Traffic issues (37.8%) are by far the main reason that detracts from living in the village, comprising high volumes of traffic (28%), speeding traffic (8.2%) and traffic noise (6.6%). High traffic numbers are seen as a result of using the village as a 'cut through' to avoid congested A roads and problems on the motorways - the village is becoming a 'rat run'. Speeding traffic is also a major problem with speed limits being exceeded on many roads and lanes in the village. Traffic noise is an issue, particularly for residents living near the motorway and also traffic at night with the number of heavy goods vehicles driving through the village.

Inadequate parking (7.0%) is probably a related traffic volume issue; parking is difficult in Meadow Road where the schools are located and the main shopping area along Golden Cross Lane. 'Blocked pavements' is another related reason which is as a result of lack of parking availability.

There is also linkage between 'too many takeaways' (6.6%) 'traffic issues' and 'inadequate parking'.

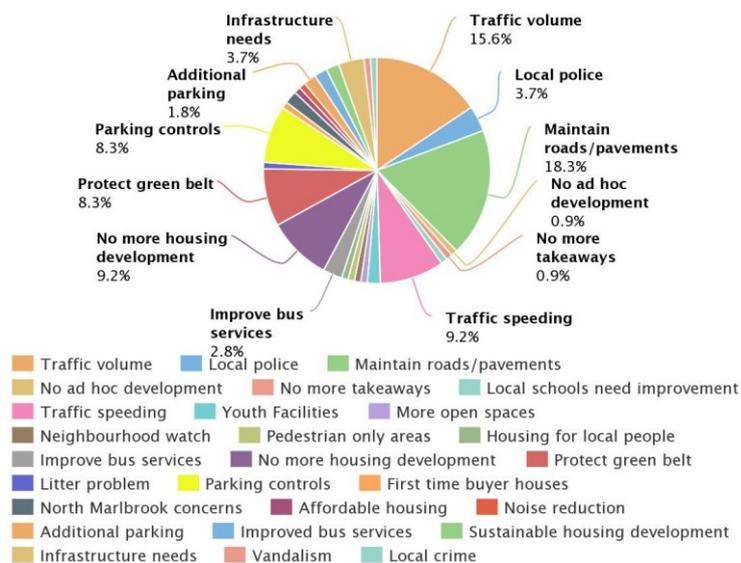
Ant social behaviour (6.2%) is related to other reasons such as 'increasing crime rate', 'drug taking', 'police presence required' and 'deprived areas in village'. Gangs of youths are identified as the main problem for this type of behaviour.

Too much housing development (4.4%) is a reaction from respondents to the developments that have taken place recently. Other housing related reasons are 'encroaching development', 'uncontrolled housing development' and 'lack of affordable housing'.

Question 7. Finally what have we missed? Please write anything you think we've missed or that you feel strongly about.

RESULTS

Responses were categorised and collated using text analysis and the results shown below in a pie chart:



Top six responses

Maintenance of roads, pavements and footpaths 18.3%

"Footpath and drop kerb location and maintenance signage in the village, especially at the entrance to alleys"

"Pavements are terrible, very patchy and uneven"

"State of roads and footpaths"

"The poor condition of pavements and roads"

"Poor state of some road surfaces"

"Poor footpaths. Not enough drop downs/ramps for mobility scooters, wheelchairs and buggies"

"Pot holes in Green lane"

"Poor paving and lighting on the walkway from A38 to Sandown Road"

"Parking on pavements, blocking drive ways"

"Blocked up road gullies readily overgrown"

"Private house hedges overgrowing onto pavements and public footpaths"

"Improved pavements as not suitable for disabled on mobility scooters"

Traffic Volume 15.6%

"Unfortunately when most of the housing was built in Catshill the thought of having more than one and some two cars would have been a dream but today it is a reality that a lot of houses can have 4 plus vehicles. Some of these vehicles can be quite large and these were

not planned for in the past and unfortunately are still not being planned for hence the new housing in the old marsh. Remember that when someone parks in someone else's driveway they are denying that family their human rights to have friends and family to visit without bothering other neighbours"

"Excessive opening hours of takeaway shops. Bright lights and volume of traffic till late as a result"

"Restrict access of large commercial vehicles through village"

"Heavy traffic , particularly large lorries travelling along Meadow road. Local houses vibrate when these lorries pass by"

"Extra traffic since Co-op shop opened"

No more housing development 9.2%

"No room for further housing development"

"Concern of land being sold to build more house in Marsh area"

"Do not crowd our beautiful community with new housing. Develop what we have into making this place ever more attractive"

"All future planning applications for housing developments should be refused as too many housing developments already"

"More development would spoil the village"

"No more housing development as Catshill will cease to be a village and traffic problems will increase"

"No more housing development as Catshill is losing its village character"

Traffic speeding 9.2%

"Speeding - specifically Stourbridge Road"

"Traffic control measures on Golden cross lane to reduce speeding"

"In addition traffic monitoring on the A38 should be considered to stop motorists driving at excessive speeds - often accelerating very quickly from Marlbrook crossroads towards M5 as if it is a race track and also vehicles leaving M5 using A38 as a motorway type road"

"Speeding traffic along Woodrow Lane"

"Traffic speed enforcement is key"

"Speed enforcement especially on Wildmoor Lane"

Protect green belt 8.3%

"Erosion of the green belt"

"Feel really strongly about open and green spaces being developed for housing"

"Not allow housing on green belt land to retain Catshill as community village"

"Too much housing development, ruining semi rural community"

"To maintain the Green Belt between Catshill and Bromsgrove"

"Preserve green space and plant more trees, encouraging more wild flowers"

Parking controls 8.3%

"Need for more yellow lines around road junctions, parking on the pavement and road"

"Parking controlled by double yellow lines by Spa, back entrance to school in the Dock, ignored as never policed"

"Ash drive is used as car park by residents in area. Need to allow access to frontages only"

"Traffic warden required to police double yellow lines, especially the Dock and Golden Cross"

Lane"

"Inconsiderate parking around Tesco, Marlbrook"

"Dangerous for pedestrians when cars park on pavements"

"Double yellow lines in Woodbank Drive at exit. Parking of cars there make exit to Meadow Road dangerous"

ANALYSIS

Maintenance of roads, pavements and paths (18.3%) was of the greatest concern to respondents with volume of traffic and speeding the next concerns (15.6% and 9.2%). There is a link between volumes of traffic and the deteriorating condition of roads. There is also a link between volumes of traffic and 'parking controls' (8.3%).

'No more housing development' (9.2%) and 'protect the green belt' (8.3%) are two sides of the same debate. Related issues are 'no ad hoc housing development', 'first time buyer houses', 'sustainable housing development' and 'housing for local people'.

Although of a lower percentage of total responses, 'vandalism' was highlighted again, relating to the issues of 'youth facilities', 'neighbourhood watch', 'local police' and 'local crime'.

DISCUSSION OF RESULTS

Community spirit

A top reason for living in Catshill was identified as 'community spirit'. This reason embodies all the aspects of living in a well defined village area, such as village atmosphere, village life, village feel, friendly community and close community.

The following view encapsulates the feelings of the respondents;

"It is still a community and has so far not gone the way of many other villages and become a 'dormer town'"

The location of Catshill is an important reason why the village has retained its character, being bounded by the M5 motorway to the North and West with the M42 motorway to the South. To the West and East is open countryside, to the North the Birmingham conurbation and approximately 4 kilometres to the South the centre of Bromsgrove Town.

Therefore there are distinctive borders surrounding the village, with locations defined as green belt sites on the periphery of the village also providing protection from 'urban sprawl'.

This location provides easy access to the motorway network and also the nearby countryside. As one respondent said;

"Next to beautiful countryside, short walk away"

Another important attraction of the village is the varied local shops and amenities, including churches, the village hall, local schools, pharmacy and the GP surgery. Most of the village is within easy access to these places. The exception is North Marlbrook which only has Tesco's mini supermarket within walking distance.

The village has a distinctive character with a long history of nail making and many cottages reflect this heritage of nail making. Many families have lived in the village for generations and provide the 'glue' for this continuing close knit community.

Traffic

However, the favourable location of the village has been a 'double edged sword' leading to a heavy volume of traffic through Catshill at peak times. Issues with 'traffic' are an underlying theme throughout the responses received, covering volume of traffic, speeding traffic, traffic noise, parking problems, inadequate parking, blocked pavements and maintenance of pavements and roads.

The frustrations of the respondents can be summarised in this view;

"Horrendous traffic congestion - Catshill is a cut through"

The increasing pressures on the A roads, particularly with the prevalence of roadworks on the motorways, means that motorists cut through the village as a 'short cut' or to reduce their journey time. The traffic and parking issues are compounded with already congested roads such as Meadow Road, with three schools and two coach services, and Golden Cross Lane where the majority of shops are located.

"Parking around local schools - safety issue"

"Traffic speed and noise on Golden Cross Lane"

Local shops could also be a contributory reason for increased traffic and parking from outside the village. From an analysis of the usage of local services (question 3), a majority of respondents 'never or 'infrequently' used the butchers, the dentist, hairdressers or fast food outlets located in Golden Cross Lane and the coach services in Meadow Road. Also since the Co-op store has opened extra traffic has been reported.

Solutions put forward include tougher speed enforcement through village, parking controlled by double yellow lines enforced by a traffic warden, reduce opening hours of fast food outlets, and controls over heavy goods vehicles driving through the village particularly late at night.

Housing development

There was a strong view held, throughout the survey results, that no more housing development should take place in the village. The reasons given included no room for further development, village will lose its character, traffic problems will increase, too much development without infrastructure and open spaces disappearing and erosion of green belt land.

"No more housing development as Catshill is losing its village character"

Question 2 specifically addressed respondents views on housing. The majority of the respondents felt 'most strongly' about controlling ad hoc developments and therefore supported a planned approach to housing development. Both 'balance of housing types' and 'mix of housing sizes constructed' were equally important. However, respondents clearly favoured new housing spread through the Parish (smaller development numbers) than

development taking place in one or two areas. 'Infilling' of housing through the Parish was preferable rather than large development sites.

Making available 'affordable homes' was a significant response to several questions, together with 'first time buyer' homes. Other views of note were 'character of properties' was important and should be taken into account with future housing design, together with any housing development should be 'sustainable'; the necessary infrastructure should be part of the consideration when deciding on development sites.

Environment

It is clear from the results of question 1 that 'wild life' and 'open spaces' are important issues for the survey respondents; environmental topics of 'wild life' and 'open spaces' ranked 3rd and 5th respectively, but 'flood prevention' was fourth from bottom in the ranking list. As a respondent said;

"Preserve green space and plant more trees, encouraging more wild flowers"

Catshill is identified in the Green Infrastructure report (Bromsgrove District 2013) as *Principal Settled Farmlands (Landscape Character Type)* and this Character Type should be protected and enhanced; Green Infrastructure is a strategic network of green spaces providing habitats for wildlife.

The respondents considered one of the most important reasons that the village is an attractive place to live is green spaces (5.8%) and preserving or protecting the green belt (8.3% - question 7) and halting its erosion was an equally important issue.

Views expressed included improving open spaces with flower beds, lack of green spaces in Upper Catshill and poor maintenance of open spaces. There was a strong feeling that these spaces should be protected against future housing development;

"Feel really strongly about open and green spaces being developed for housing"

Public transport

Another important issue is 'public transport', which was ranked fourth on the list of topics in question 1. Regarding Question 4, 10.6% of respondents considered an improved public transport service was required. Improvement to these services included transport directly to Bromsgrove rail station, more frequent buses to Bromsgrove, more frequent trains to Birmingham and bus services to the hospitals.

There was also a view from respondents who lived in North Marlbrook that an improved bus service was needed for their location;

"Better public transport for North Marlbrook. It seems adequate for Catshill"

Younger people wanted bus services to run later in the evening, especially from Birmingham;

"Bus services that run later than 10 pm during the week"

3% of responses for question 6, reasons that detract from living in the parish, felt they were provided with a poor public transport service. Lack of evening buses and poor services for North Marlbrook were again highlighted.

In question 7, respondents (2.8%) wanted an improved bus service. One respondent commented that public transport was poor after 5 pm. Another respondent was concerned about the disrepair of bus shelters;

"Some bus shelters on the A38 are in need of cleaning or mending as they are covered in algae and shabby when I walk past"

In summary, issues with public transport were emphasized throughout the survey results. Traffic is a major issue in Catshill and if public transport could be improved to meet the needs of the local populous, the requirement to use cars by local residents could be reduced.

Crime and policing

In response to question 4, concerning additional services needed for the Parish, the top two responses were local police (17.2%) and youth facilities (14.4%). These two issues are closely linked, as a theme through the survey is the concern that gangs of youths are loitering around the area causing vandalism and anti social behaviour. The solution is seen as two-fold - increase police presence and provide facilities for youths to keep them out of trouble. More police patrols were required, preferably with a local police officer with own office. People were particularly concerned that police patrols were needed for Milton Road and Byron Way. The suggestions for youth facilities included skate park, basket ball court, adult outdoor gym equipment and youth centre.

One of the strongest reasons that detracted from living in the village (question 6) was anti social behaviour (6.2%). Respondents were concerned about large numbers of youths on the streets, gangs of youths causing trouble, youths loitering near shops (takeaways) and yobbish behaviour on the streets. Question 6 also highlighted 'lack of police presence', 'drug taking' and 'deprived areas in the village'.

These concerns were also raised in the responses to question 7; under 'local crime', 'vandalism' and the need for 'neighbourhood watch'. It was felt that a greater police presence was required, particularly at night and vandalism was associated with fast food outlets.

Local shops and amenities

In question 1, regarding local facilities and services, 'GP surgery' ranked top in fourth rank, with 'local amenities' sixth, and 'local schools' least strongly in ninth position.

The responses to question 3 indicated the most frequently used services are 'mini-supermarkets' and 'corner shops', at 68% closely followed by 'pharmacy' (60%). The lowest used services are 'coach service' (68% never), 'other' and 'religious buildings' (46% never). The main shops/services in Golden Cross Lane are 'fast food outlets' 'hairdressers', 'dentist' and 'butcher' but each have a significant proportion of respondents who never or infrequently use their services - 'fast food outlets' is 75%, 'hairdressers' is 64%, 'dentist' is 63% and butcher is 73%.

The results from questions 1 and 3 would suggest that a majority of local residents are registered to the local GP surgery and use the pharmacy for their prescriptions.

Additional services required in question 4 scored the need for a community centre highly (7.2%) which is surprising as there is a village hall on Golden Cross Lane and churches that provide community facilities;

"Community hall for various activities"

The need for a local green grocer was also highlighted (7.2%), together with bakery (4.4%), and vets (3.9%). However only recently the local bakery closed down after many years of business and a green grocer has also closed down in the last couple of years.

Local shop and amenities (14.8%) are seen as a positive reason to live in the village (question 5). Responses were that shops are a convenient distance, there is a range of shops and there are good amenities i.e petrol station, local post office, library, local schools and garden centre nearby.

The reasons that detract from living in the village (question 6) included 'too many takeaways (6.6%) with one respondent commenting;

"Unpleasant aromas from multiple takeaways"

Also infrastructure needs (3.7%) were highlighted with people concerned that local services including schools and GP surgery would not be able to cope with increased housing development in the village.

These views need to be tied in with the results and conclusions of the business survey where there was a strong view that the shopping area suffered from many inadequacies and more independent shops were required between normal working hours.

Jobs

Jobs is ranked second from bottom in question 1. This topic is not raised as a significant issue throughout the survey. This outcome could be because the survey is weighted towards older people who do not require jobs or it is recognised that there are few job opportunities in the village, therefore it is not an important topic because of this reason.

From the results of the business plan, it was found that the majority of businesses employ less than 5 full time staff and 1-2 part time staff. The largest employers are the Compass Offices located in Golden Cross Lane, taking up significant number of parking spaces and the nearby Garden Centre which employs 10 full time and 8 part time staff.

Over the next 5 years, the majority of businesses said they would not leave the Parish or move into new premises within the Parish, with their businesses remaining the same size. Therefore there will be few new job opportunities during this period.

More jobs for local people would reduce car usage within the village and therefore a 'business area' (an area covered by a neighbourhood plan which is wholly or predominantly business in nature) should at least be considered.

CONCLUSIONS

From the results and analysis of this survey, the respondents felt most strongly about the following issues and topics;

- 'Community spirit' is the top reason why people like living in Catshill and should be taken into account when developing planning policies,
- Issues with 'traffic', including high volume, speed and noise, is one of the main reasons that detract from living in the village and traffic reduction should be paramount in any future planning permissions,
- There are strong feelings against 'housing development' which could effect the character of the village and any future developments should provide for affordable homes and spread throughout the village in small development sites,
- 'Police' and 'crime' featured highly in people's concerns and related to the anti social behaviour of youths and the lack of youth facilities,
- 'Wildlife' ranked highly in the responses, together with protection of the 'green belt' and therefore preserving and protecting the environment should be an important consideration in planning policies,
- There was a widely held view that 'public transport' needed to be improved, particularly for residents in North Marlbrook,
- 'Local shops' and 'amenities' were generally considered to be a positive reason for living in the village, however the shopping area suffers from many inadequacies and the prevalence of fast food outlets needs to be addressed,
- Respondents felt least strongly about 'Jobs' and the opportunities for local jobs now and in the future (from the Business Survey) will not improve, unless positive proposals are considered to attract businesses to the area.

Planning policies should be clearly linked to an overall vision and clear objectives for your neighbourhood plan. Planning policies don't exist in isolation – they are there to deliver the community's ambitions through planning decisions.

Neighbourhood planning policies only influence development that requires a planning application. You cannot have planning policies on issues that fall outside of the scope of planning control. There is also a wide range of development that falls within planning control but does not require a planning application (known as 'permitted development').

Therefore many issues identified in this survey report cannot be addressed through planning policies. These are initiatives which are community aspirations and projects which can be included in the plan but carry no particular status e.g. development of youth facilities; also other issues are dealt with by other Authorities e.g. traffic speed controls by the Highways Authority.

A vision statement is the start point from which objectives and policies for land development and use will flow. An evidence base of community views has now been collected on which this statement can be established.

Sustaining and reinforcing the village's 'community spirit' will be its central tenet as well as building a cohesive, long term development of amenities and facilities to support the village's growth, together with protection and preservation of wild life habitats and green spaces, whilst all the time retaining the distinctive character and history of the village.