

# Analysis of Village Questionnaires

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A total of 60 questionnaires were received, all participants were residents. Given the size of the village (about 300 homes) and assuming ~ 2 adults per household (consistent with the data from the survey) this would indicate that about 10% of the adult population of the village has responded.

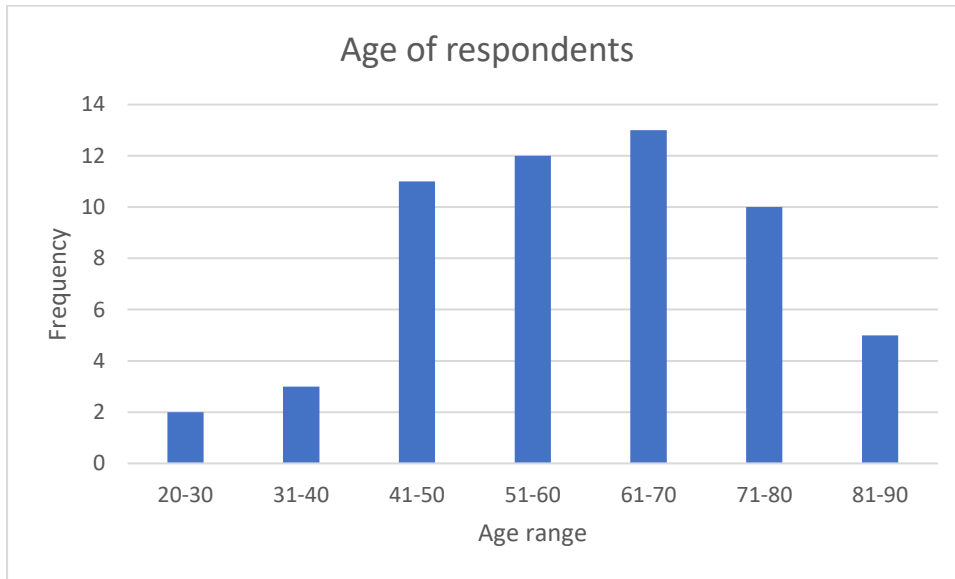


Figure 1. Age of respondents

As can be seen the age of the most common class of respondents was between 51 and 70 years of age (Figure 1). This suggests that younger residents / house owners in the village were not well represented in the survey. However, it may also reflect the relative distribution of housing in the village in that houses are generally family homes at the more expensive end of the market leading to a more mature cohort of house owners.

The distribution of residence time for Cassington villagers who took the survey suggests that there is a significant turn over of housing in the village with the largest size class of respondents having been present less than 10 years. The majority of residents have lived in Cassington longer than this with some residents having lived in the village for all of their lives, in some cases for more than 70 years (Figure 2). This reflects the fact that the village is a nice place to live, and people tend to stay for a long time once they have purchased a property here.

Number of adults per household varied from 1-5 with 2 being the highest proportion (Figure 3). Most of the households where just one person lived tended to be in the older age categories (late sixties or more than 70) reflecting a number of households in Cassington where single pensioners are living. Houses with multiple adults (3 or more) probably reflected households where young adults resided with parents or where an older person is living with their relatives.

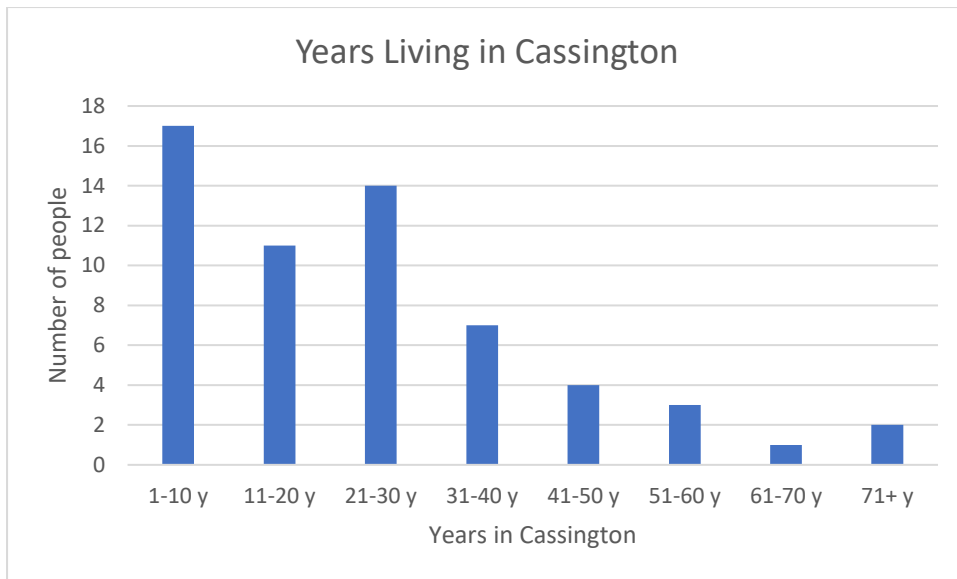


Figure 2. The number of years that residents who answered the questionnaire had lived in the village.

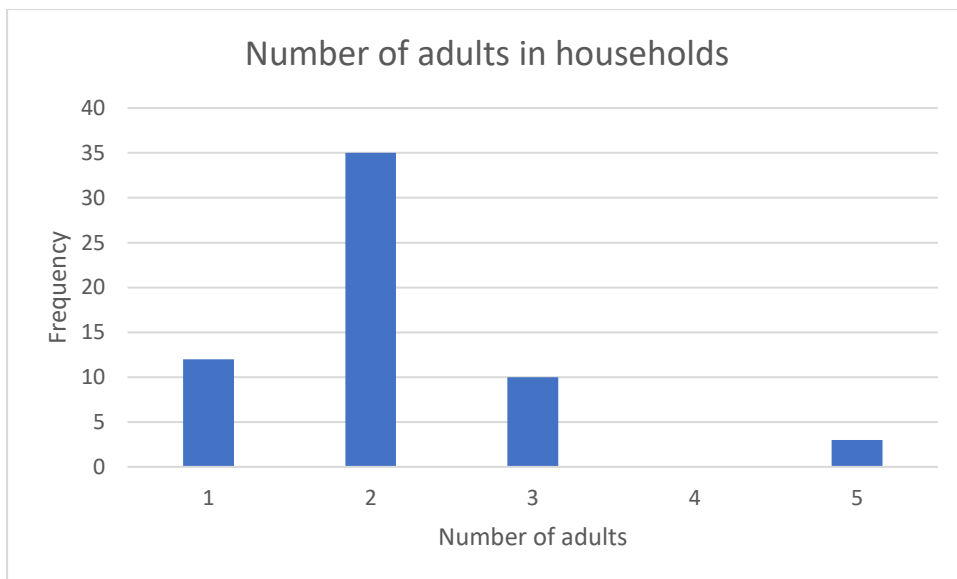


Figure 3. Number of adults in household.

Question 5 of the survey asked what the most important element of Cassington’s green infrastructure was to village residents. The areas of flood risk mitigation, traffic issues, maintaining the character of the village and maintaining its outdoor spaces were all viewed as important by the majority of respondents. Biodiversity and climate mitigation were viewed as less of a priority, although they still scored highly for the majority of village residents. This is relevant to the Cassington Green Infrastructure Plan (Rogers, 2021) as it indicates that the main issues concerning the village covered by the report are thought to be highly relevant. Several respondents specifically mentioned the need to keep ditches and other drainage infrastructure clear and operational.

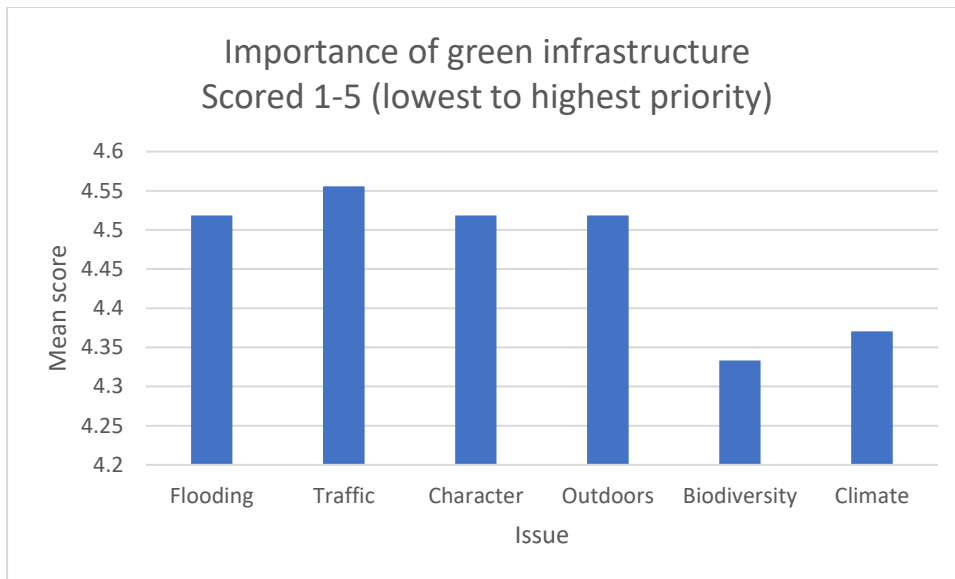


Figure 4 Importance of different green infrastructure elements to Cassington villagers. A Score of 1 meant the issue was of low priority, a score of 5 highest priority. Graph shows mean values across all residents.

Question 6 of the questionnaire asked about the relevance of village amenities to Cassington villagers and Question 7 as to whether any amenities were thought to be missing. Almost all the current village amenities were considered highly important to the respondents with the school, the village hall, the green spaces, allotment and sports pavilion and sports field being given the highest ratings. The MUGA pitch and the outdoor exercise machines in the sports field were given a lower importance probably reflecting use by a smaller proportion of people in the village. The forest school was also given a slightly lower priority probably because this is mainly used by people with children although the fact that lock down may have influenced this result should be borne in mind. Worton Café had the lowest score reflecting its location outside the village and limited accessibility for some by walking (e.g. people with low mobility).

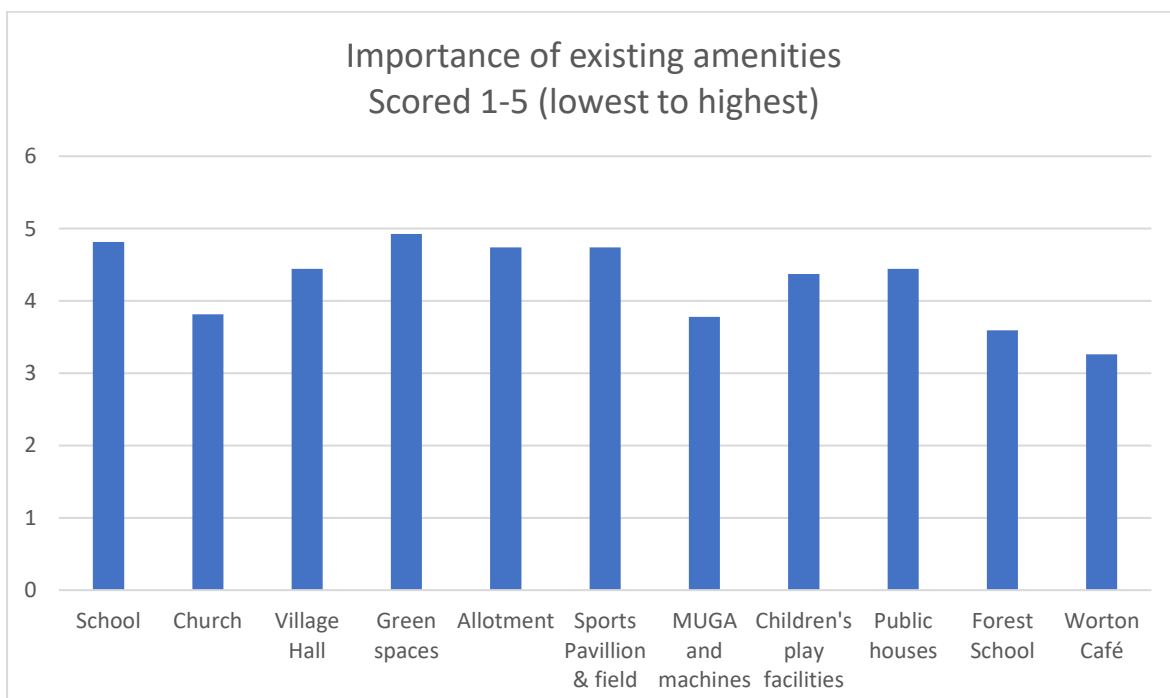


Figure 5. Importance of existing village amenities scored 1 (lowest) to 5 (highest). Mean score across all respondents.

Again, these results are reassuring as the Cassington Green Infrastructure Plan the village amenities are emphasised as being important and it is recommended that they are maintained in the future for the village.

The most important amenity considered as missing by residents of Cassington was the existence of a village shop (Figure 6). This too is mentioned in the Green Infrastructure Plan although both there and in the questionnaires the financial viability of such a business is questioned. In both the Green Infrastructure Plan and the questionnaire responses the possibility of running this with another business, such as one of the pubs is mentioned.

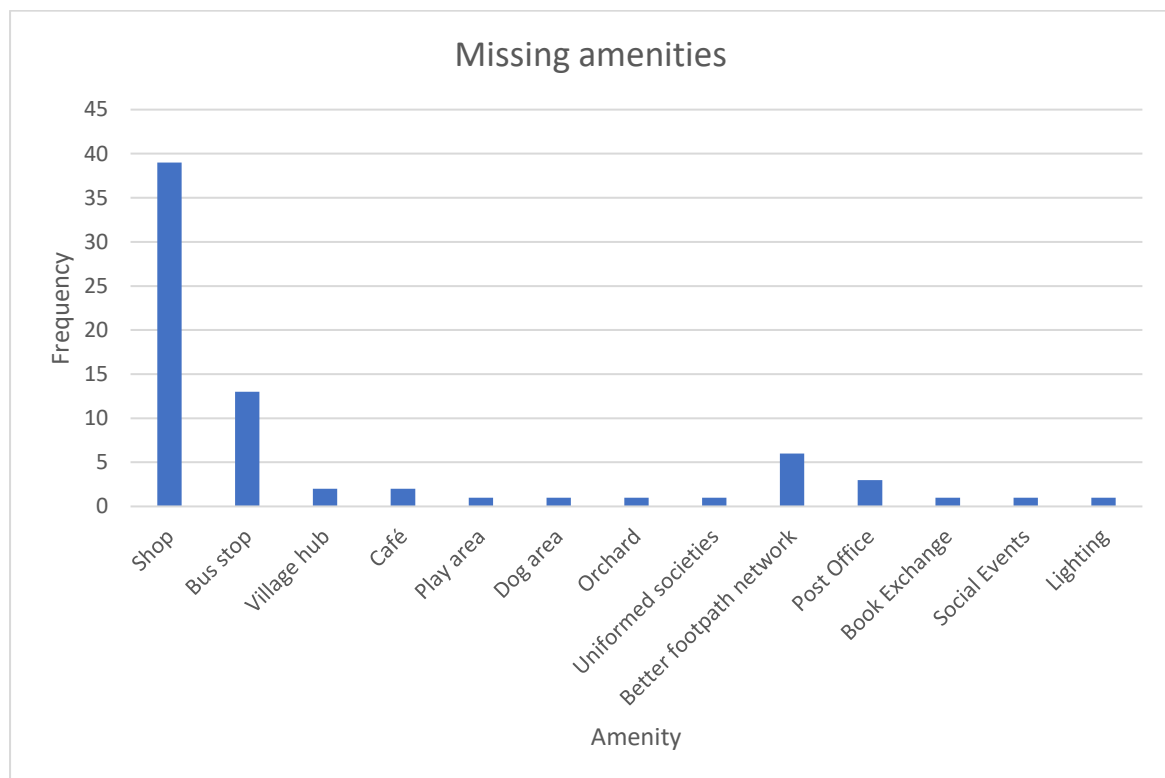


Figure 6. Amenities mentioned as missing by respondents. Frequency is the number of respondents that mentioned a particular missing amenity (some mentioned more than one).

The second significant area of infrastructure mentioned is the lack of a bus service which passes through the village itself. This is likely to be a particular problem for elderly residents who cannot drive as the only bus stop for Cassington lies outside the village on the A40. One responder mentioned the fact that they had moved an elderly parent closer to their home but located them to Eynsham because Cassington has such poor transport links. Other responders mentioned the lack of a bus service in the evenings and at weekends. Some of these concerns may be met with the development of a Park and Ride at Eynsham as part of the Salt Cross development and also a new bus stop located near to Horsemere Lane, which will be closed to vehicular traffic, all as part of the A40 upgrade. These plans are still at proposal stage.

Other amenities suggested included a small café for Cassington, a children’s play area or space, an area for dogs, a village orchard and a hub for people who work from home to meet. One resident noted the lack of uniformed societies in the village (e.g. cubs, brownies etc.) and there was also a

mention of upgrading the network of footpaths. Some of these ideas could potentially be met through changed use of existing amenities such as the village hall or the sports pavilion (e.g. cubs / brownies; village hub, café). However, they would need support by volunteers or as an extension to an existing business.

Questions 8 and 9 addressed further the question of traffic and transport in the village. It is notable that the views on traffic safety through the village were quite mixed with residents commenting particularly on the speed of traffic and in some cases the narrowness of the footways and road in places (Figure 7). It is notable that more than 40% of residents considered that the village roads were unsafe. Various recommendations were made from introducing traffic calming measures, to decreasing the speed limit through the village to 20mph and installing a pedestrian crossing between the Red Lion pub and the village green for use particularly by children. Improvements to the junction between Bell Lane and the Cassington – Yarnton Road was also mentioned.

The overwhelming view from residents was that Cassington suffered from a significant lack of sustainable transport options (Figure 7). The largest need identified was for improved connectivity to regular bus services as is discussed above (Figure 7). Second in terms of priority is improved cycle path links with several mentioning a cycle link to Long Hanborough and the railway station as being particularly useful but also links to Yarnton and through to Botley in Oxford. Some of these ideas are discussed in the Green Infrastructure Plan. One respondent mentioned the need for a rail line, presumably referring to the idea of a new light railway linking Witney, Eynsham, Yarnton and Oxford via Cassington. Improvement in provision and maintenance of footpaths is also mentioned. Two residents suggested installation of EV Charging Points in the Village Hall Car Park.

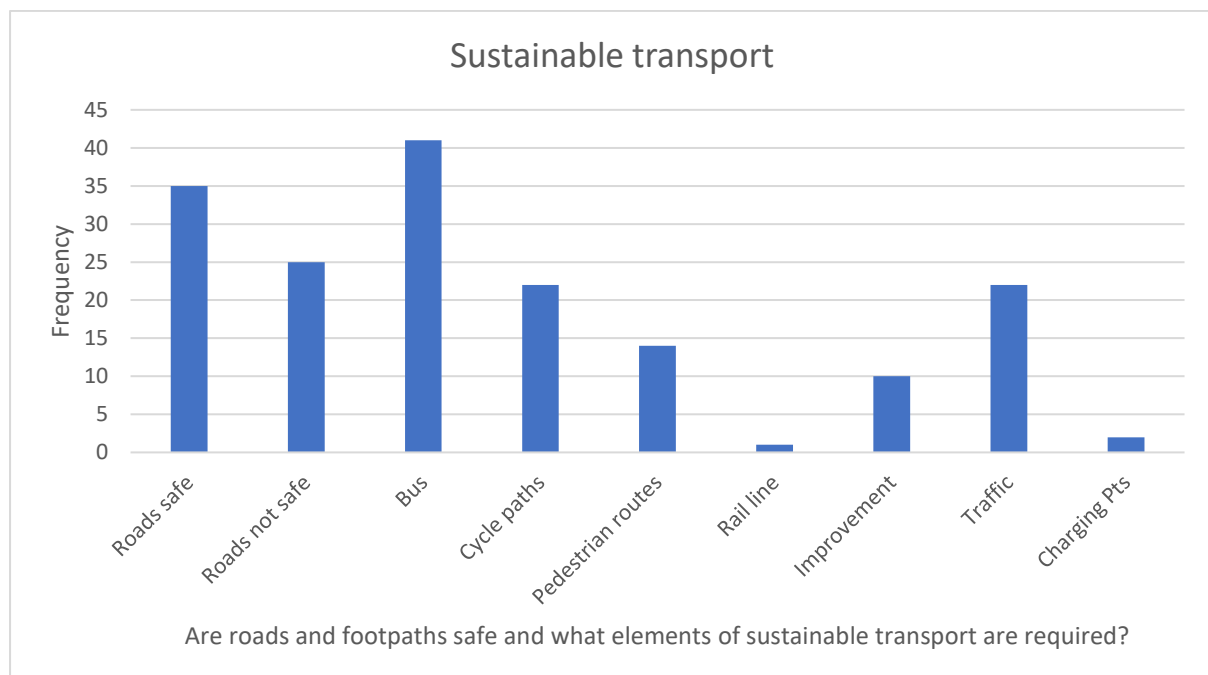


Figure 7. Views on whether the roads and footways in Cassington area safe or not and what the needs for sustainable transport are.

Questions 10, 11 and 12 address what residents thought was the need for housing and of what type in Cassington Village. Question 10 specifically asked what is a reasonable rate of housing increase in the village, per decade. In the Green Infrastructure Report a figure of 15 houses per decade is suggested based on the housing survey undertaken by the Parish Council in late 2020. This rate

seems consistent with the views of the respondents where most suggested a rate between 10 and 20 houses per decade (Figure 8).

With respect to the type of housing required the most support was for 1-2 bedroom houses (up to £250,000 value) and for affordable family homes (up to 3 bedrooms, £350,000 value; Figure 9). This is highly consistent with the views identified in the Parish Council survey of housing needs in the village undertaken in late 2020. Support for rental and more expensive housing was markedly lower in this survey and least for the largest and most expensive types of property.

Where future housing should be sited was the subject of Question 12. Respondents expressed a preference for “brown field” or infill building sites in the village with least support for building on Local Green Space such as the allotments, village greens and sports field (Figure 10). There was a low level of support for building on surrounding land (largely agricultural land; Figure 10). This is consistent with national and local policies on building in green belt areas and consistent with the Green Infrastructure Plan.

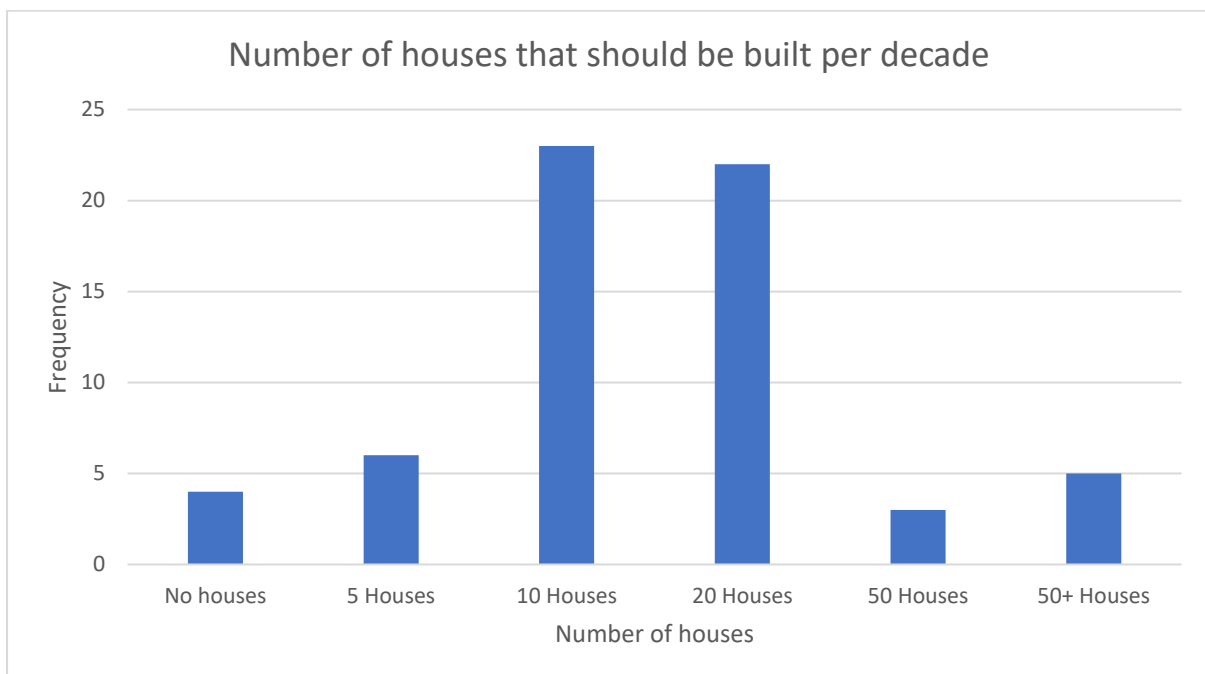


Figure 8. Respondent’s view on how many houses should be built in Cassington per decade.

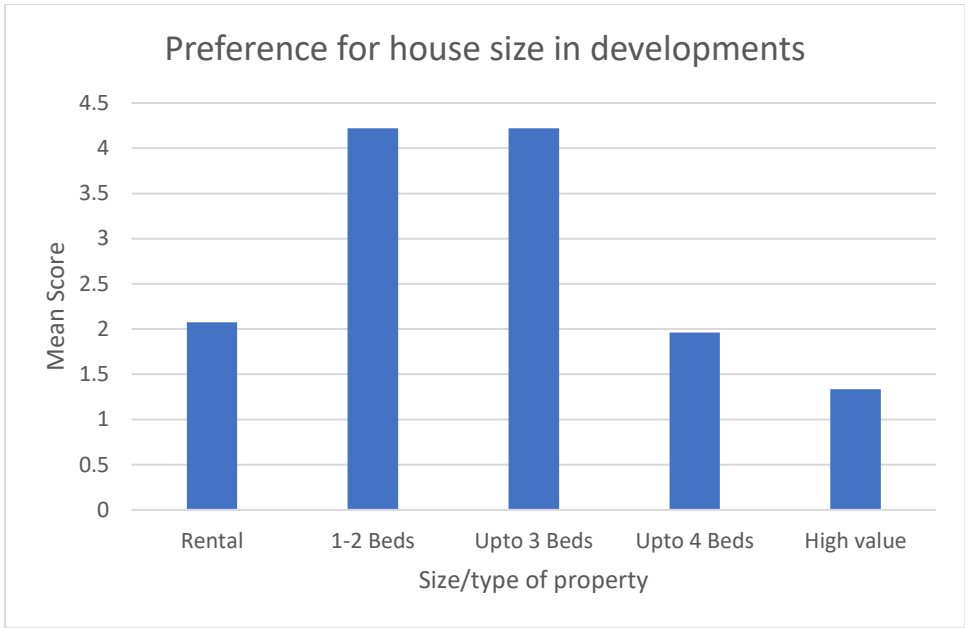


Figure 9. Respondent's view on what type of housing is required for the village. Average scores are provided with 1 representing a low priority and 5 the highest priority.

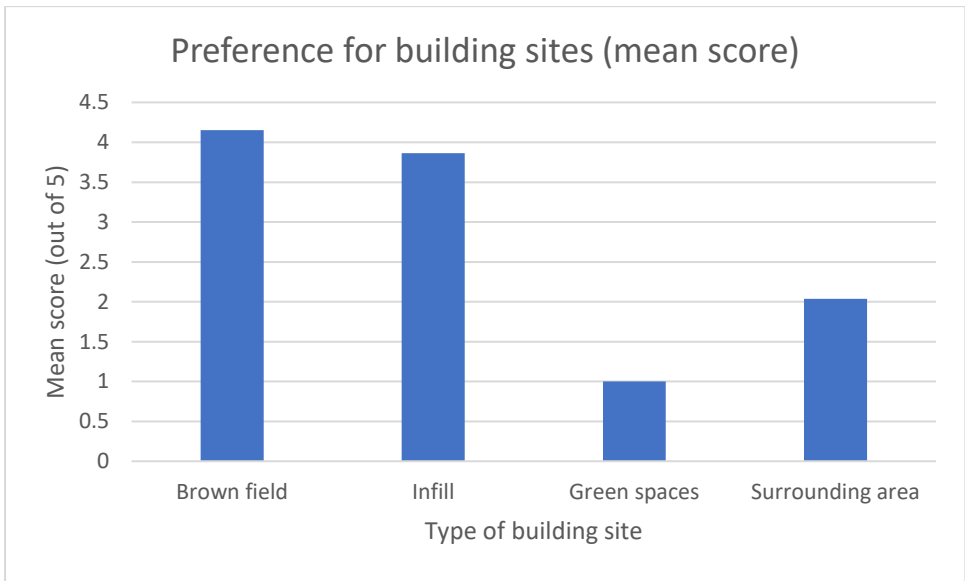


Figure 10. Preferences for types of land to be developed. A score of 1 is lowest preference, a score of 5 is the highest. Figures are means across all respondents.