

Whole Parish Neighbourhood Plan

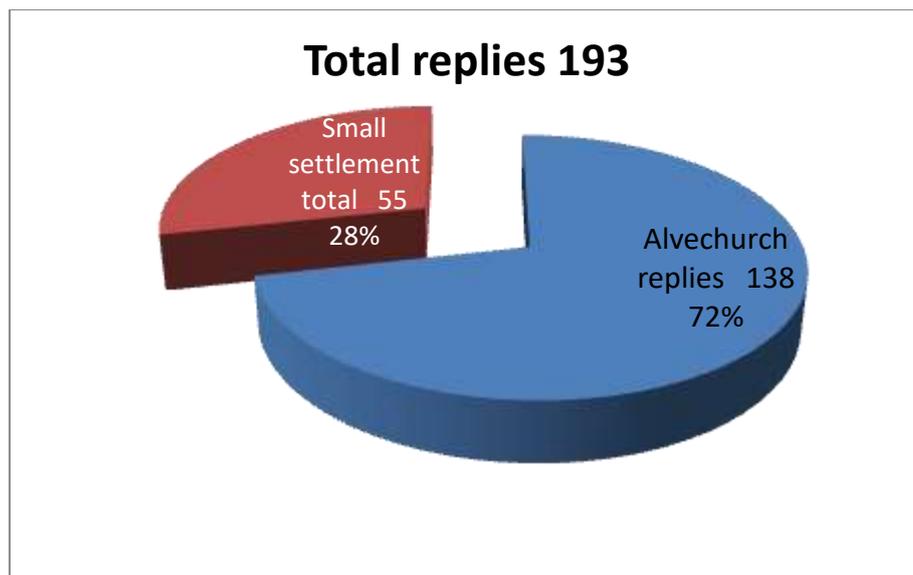
Summary of April 2014 Questionnaire Results



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Introduction

This report has been created in response to the 2014 Parish Neighbourhood Plan questionnaire. Each section will outline responses in the form of statistics and also note comments made on each question by the respondents to give an overall view of the thoughts of the Parish in relation to the set questions

There were 193 replies, from 2200 printed versions, there were some postal areas missed due to delivery problems.

Most replies were received from Alvechurch Village area totalling 138 (72%) with the smaller settlements accounting for 55(28%) replies. Consequently some answers especially those concerning housing were likely to be skewed in favour of their own area with Alvechurch residents voting for housing to be sited at smaller settlements and vice versa. It was unanimously agreed that any future housing should be first on existing agreed sites and then on sites adjacent to existing housing. There seemed to be slightly less in favour of housing being spread around the parish. However, building on the Green Belt was not in favour by the majority.

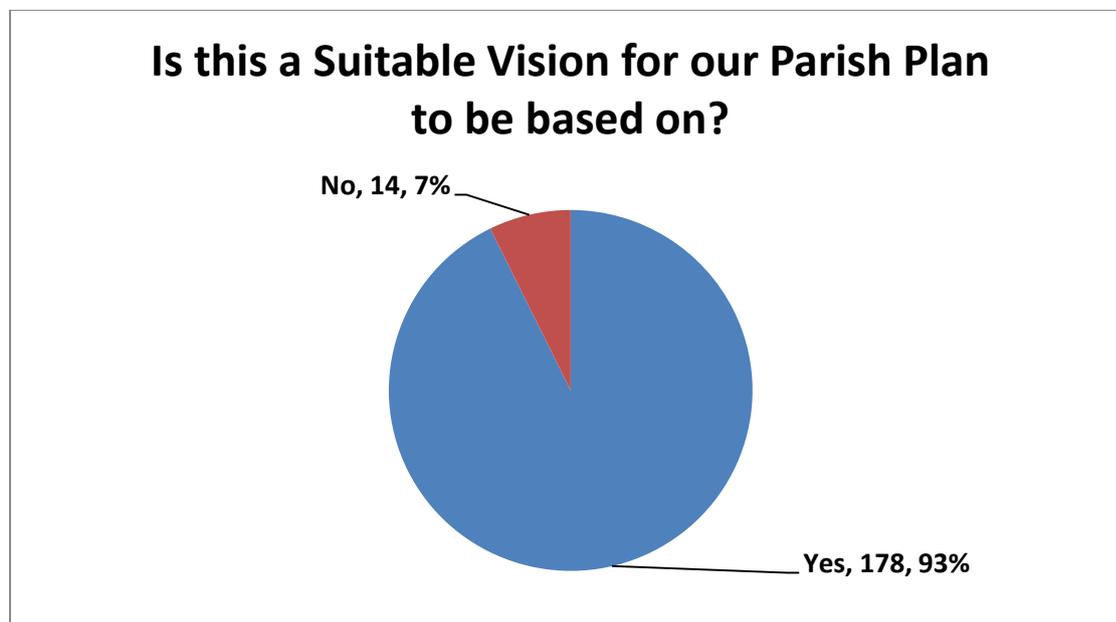
Most people could not seem to grasp that Green Belt land was all that the Parish has left for future housing. This housing for the future will need to be built on some Green Belt sites, somewhere. Only a few respondents seemed to understand the Government's stance in that development has to be in positions that reduce the need to use cars and should be close enough to walk to facilities or close by public transport links. This leads to the majority of future Parish housing as indicated by Bromsgrove District Council likely having to be close enough to Alvechurch Village itself to be considered sustainable as stated in the National Planning Policy Framework.

Results: Vision of the Parish

“In 17 years' time, Alvechurch Parish will be a more sustainable area exhibiting a high quality environment. It will value its inclusiveness, community involvement and culture, and provide people with attractive facilities and access to open countryside. It will be a vibrant place where everyone can feel comfortable and secure.”

Is this a suitable vision for our Parish Plan to be based on?

<u>Yes</u>	<u>No</u>	Total
178	14	192



Further Comments

1	Engagement of children could be more explicit as a stated aim
2	Without spoiling aesthetic nature of the village and its properties
3	Could grass verges be reinforced so that if people need to park on them without damaging them?
4	What is the vision of sustainability? What does it entail? What do you mean by sustainable?
5	How can/will you assess and measure inclusiveness and community involvement and culture? What is meant by culture? It would be great to aim for greater multi-culturalism
6	Yes providing it is not build with no green belt left and the area where you live is no longer recognizable
7	Idealistic - but a lot depends on the parishioners - already have access to open countryside by opening my front door and walking down the lane - just hope it is the

	same in 17 years' time
8	Agreement to the vision on the basis that Alvechurch Parish remains as it is and is not swallowed up by a larger adjoining authority thus losing its status
9	Vision is too long - need a short snappy vision to catch resident's eyes - "To make sure that Alvechurch retains its rural character" or "To keep Alvechurch the town/place that first attracted you."
10	Panacea! We do not want windmills, trading estates and more shops. We have Redditch just a few minutes away
11	No mention of local employment?
12	Vision is too specific leaving us open to challenge and too 'Local Government speak' to be of interest to residents - e.g. "More sustainable area" what does this mean? And how do we measure our success?
13	"High quality environment" by what/who's standards and how do we measure success? "Value its inclusiveness" do we welcome a travellers site and/or refugee housing and how do we measure 'inclusive'?
14	"It will be a vibrant place" more shops or nightclubs, take-a ways and more pubs? "Everyone can feel comfortable and secure" great aim but within the NPs' remit or is this mainly reliant upon the Police? How much influence can the NP have for this aim?
15	Yes - this sounds ideal - love it!
16	Vision is not challenging. I believe a vision should be aspirational and target driven. I would hope this vision is partly met now and certainly within a few years
17	Why does it take 17 years? Surely this applies now?
18	"Period is too long." 7 years is more suitable so the over 70's can then feel they are also involved?
19	I remember that the last plan promised the sight of the church across the village, we got the o. k, it promised trees and hedges, we lost hedges in Snake Lane and Robins Hill Drive - both as part of building works - Stick to the plan
20	There will be considerably less countryside due to extra housing
21	Many of these ideas would change the character of the parish by increasing urbanisation, regulation, traffic, population, and noise
22	If it is deliverable
23	a strong sense of community

24 I do not want to live in a "vibrant" community - that's for Birmingham and the City Centre!
25 If we still have countryside left! (Ref: recent proposed development on roundabout, A441, Hopwood)
26 Moved to Alvechurch because I liked what I saw and I do not want to see it change anymore
27 There are enough facilities for all ages, people are near to shops etc. - why spoil this area? This is why people chose here.
28 Peaceful
29 Keep it short, simple, and more generic = more readable and understandable
30 Perhaps too visionary ,somewhat vague about what these terms mean

NB. This vision was amended and refined later on to take into account most of the comments especially those less in favour, to a "shorter, snappier one" as suggested to:

"Alvechurch 2030- where managed change and celebration of its rural character combine in a community made better by design"

Results: Core Objectives

The plan should encourage:

New house building

Controlled housing development

Improved services, facilities and amenities

A mix of local businesses

A variety of leisure, cultural and sporting activities

An integrated public transport system

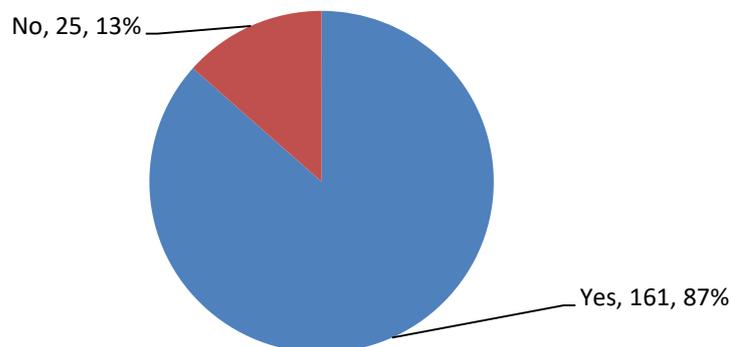
Protection of the natural and historic environment

Promotion of Environmentally Friendly Developments

Do these objectives form a good base from which to make policies for our Neighbourhood Plan?

<u>Yes</u>	<u>No</u>	Total
161	25	186

Do these Objectives form a good base from which to make policies for our Neighbourhood Plan?



Further Comments

- | | |
|----|--|
| 1 | New housing provision needs to be balanced against adequate facilities - schools and shops |
| 2 | No more housing - now no longer a village. Already have community facilities but too many objections to usage. |
| 3 | Need a decent bus service that can get you into the workplace |
| 4 | Village needs to be more suitable for young couples - otherwise village will become elderly population |
| 5 | Make more emphasis on relationships between school, community, clubs and facilities - heart of the parish |
| 6 | Reservations about objective 4 - Existing buildings are sufficient for commercial use - do not want additional buildings which detract from aesthetic nature of the village |
| 7 | Delete 'usually' from objective 2 |
| 8 | Local services and parking need to be sufficient for a growing community |
| 9 | Alvechurch lacks larger, detached, affordable housing and many are forced to move to Barnt Green/ Rowney Green to get detached housing - enough small housing for new entrants. |
| 10 | For the most part this is fine - leave out objective 1 - Your vision for the Parish will not be able to come true if the countryside around us is destroyed by building houses on it |
| 11 | Preserve the green belt at all costs |
| 12 | Generally yes - but path areas around the village need some focus as well as all based |

on grass areas which are very muddy / soggy for large parts of the year.
13 More housing for elderly - i.e. Bungalows
14 House building - seems to conflict with 2 and agree with 2 - encouragement to use brownfield sites/ redevelopment rather than new housing on green belt
15 Integrated transport including effective linkages between rail and bus and improved routes for pushchair/ disabled
16 Can grass verges in roads be re-landscaped or grassed and made into parking so that two-way traffic can still pass?
17 New house building should include objectives for all houses to incorporate energy saving devices, solar energy, grey water retention and insulation.
18 No.7 should be at the top of the list
19 Only reason to come and live in Alvechurch is because of the countryside village
20 If more houses are needed, put them in brownfield sites near Longbridge, Redditch, or Bromsgrove - the village cannot keep expanding just because of a national housing shortage or it will lose its countryside appeal
21 Housing needs to be a priority - the provision of housing at the lowest end of the market is essential to maintain affordability and a good demographic mix
22 Core objectives do not align with "valuing its inclusiveness", "community involvement" or "feel comfortable and secure"
23 Couldn't objectives 1 and 2 be combined to be just "Housing"? After all "New house development" is just a part of "Controlled housing development"?
24 Couldn't objectives 3 and 5 be combined? Isn't "Leisure, cultural and sporting activities" the same as "Facilities and amenities"?
25 Couldn't objectives 7 and 8 be combined? Doesn't "Protection of the natural environment" encompass "Environmentally friendly developments"?
26 That would reduce 8 objectives down to 5 which is surely a more manageable number? If we want more do we need to create objectives to cover "Inclusive", "Comfortable and secure" etc.?
27 Objective 6- A lift is needed at Alvechurch station for parents with push chairs, people with heavy luggage, the elderly, and those with limited mobility who cannot use stairs
28 Do not think the plan should encourage new house building, but rather stimulate re-use and redesign of existing buildings
29 Objective 5- and the elderly who make up the majority of the population

30	In view of the high volume of urban areas in close proximity to Alvechurch greater use of brownfield sites in these areas needs to be explored and utilised first - To keep building in the long term is unsustainable
31	Objective 4 - do not forget agriculture
32	Also maintain 'conservation area' in Alvechurch
33	However heard today that keep fit classes for the elderly are threatened - cuts so I find it hard to believe this will happen
34	We need more housing for older residents - Small houses with a garage, garden and a bit of privacy
35	Agree - however objective 5 - could not more use be made of the school - both buildings and sports facilities?
36	New house building should be of single units only - Alvechurch does not need any further additional house building
37	Local businesses no longer sustainable so why invest time and money bringing them here? We can go elsewhere for more diverse options
38	Number of shops already satisfactory
39	Core objective should be thorough and effective CCTV
40	By ensuring Alvechurch Parish Council does not sacrifice our village status with uncontrolled large housing developments - Have you driven past the new school at 3pm on any weekday
41	Restrictions on residential development so the village doesn't grow bigger and infringe green belt - public transport should be based on rail as well as roads and cycle routes - Should be an objective to maintain villages in UK and not expand so this is lost
42	Large developments should be discouraged in favour for spreading housing around the edges of Alvechurch village, limiting sites to no more than 15 or so with a mix of units
43	The public transport system should mention rail at the core
44	With Alvechurch recently being a target of a series of burglaries I feel that the objectives should include something which reflects the Parish engaging in strategies such as Neighbourhood Watch, and close collaboration with the Police Force to promote security and safety within the village.
45	House building if focused on entry level will change the current mix, availability of family sized housing could then be in short supply
46	Support of community infrastructure - village halls, the lounge, play areas, flower

beds. Keep rural villages like Rowney Green - Rural. Support - green hedges, old buildings resist - lamp posts, curbs, hard surfaces
47 I think politically independent and with politicians representing local constituents and not national political ideals
48 The objectives are unclear as stated - we think that consideration of what is already planned very locally (Longbridge) is worth supporting - better than recreating competitive business here
49 Could be improved by giving it a lot of thought! Which of you lot decided to move the school to a main road thus creating parking problems - not impressed
50 Present building on Birmingham road does not support controlled housing
51 Community buildings needed in evenings
52 More buses needed
53 Waste at the moment is not managed effectively-very poor
54 Housing for elderly near church in line with the present almshouses

NB: The Core objectives were later refined to take into account these community comments and they evolved into Key Aims of the Neighbourhood Plan (NP)

Results: Questions and Information Relating to Housing

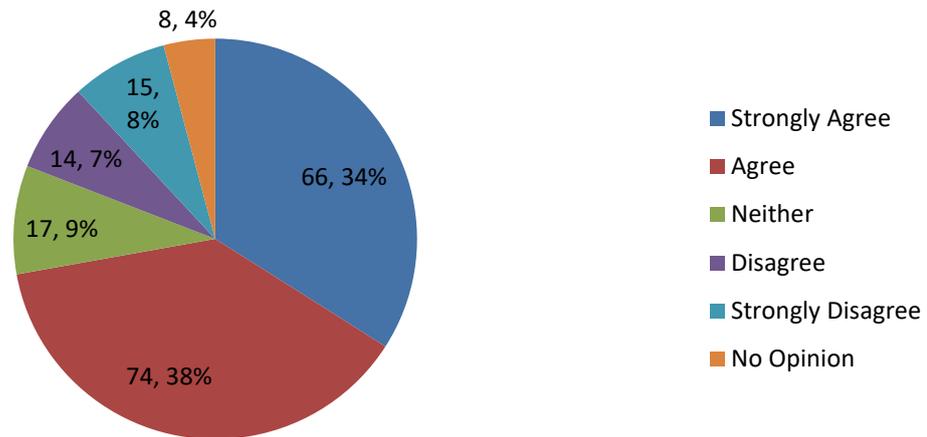
Where should we build future Housing?

Option 1

We should build first on existing agreed sites and should accept long term growth on green belt only adjacent to current houses.

<u>Strongly Agree</u>	<u>Agree</u>	<u>Neither</u>	<u>Disagree</u>	<u>Strongly Disagree</u>	<u>No Opinion</u>	<u>Total</u>
66	74	17	14	15	8	194

Option 1: We should build first on existing agreed sites and should accept long term growth on green belt only adjacent to current houses



Further Comments

- 1 Only 2-3 bed houses
- 2 Do not want to see Alvechurch turn into a town
- 3 Burden should be shared between all local villages
- 4 We should all have the information on what and where brown and green areas are
- 5 Numerous green belt developments to village for meters may not necessarily be the answer.
- 6 A 'Dickens Heath' style large development somewhere within the Bromsgrove / Redditch district would have less damage possibly than over expanding many existing settlements
- 7 No more housing
- 8 Need to limit otherwise there will be no green belt left eventually
- 9 Green belt should be last option
- 10 Vision will be null and void if any green belt goes
- 11 Greenbelt is green belt - does it matter where it is?
- 12 Need green belt between Alvechurch and Redditch and Barnt Green
- 13 Sites will have been identified on the Bromsgrove plan for housing development - these should be used first and subsequent development limited to minimize use of green belt
- 14 Suggest ribbon development (breached) M42 - By-pass
- 15 Keeping in mind with more houses we will need more places in our schools, GP surgery etc. to accommodate this

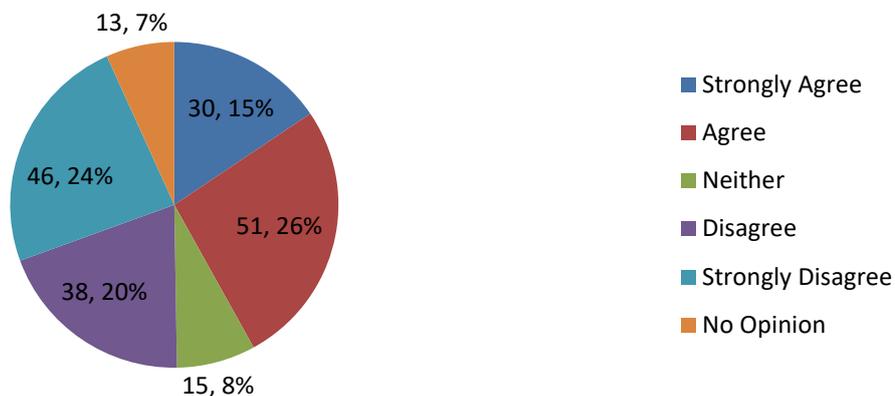
16 Population of Alvechurch is already too high
17 Case by case basis
18 Consideration should still be given to those it adversely affects
19 I am against any future development - there are ongoing large development which are soon to essentially link us with Barnt Green / Longbridge and Birmingham
20 Live in village not suburb, want green belt
21 Close to the railway station and town centre
22 Bad idea for houses looking onto green belt
23 Empty properties should be brought back into use before any greenbelt is used
24 Agricultural building should also be controlled
25 No green belt whatsoever
26 If we keep building on adjacent green belt there will not be any left
27 Only way to counter the natural instinct of greedy landowners and developers
28 Should be adjacent to groups of houses
29 Hide them as best you can - some areas of green belt will be missed less than others
30 Focus close to motorway with noise mitigation added to benefit the whole village
31 Need to consider upward rather than outward development - There are no apartment dwellings in any of the villages as far as I know
32 Plus brownfield sites e.g. Bordesley Hall
33 Would encourage 'creeping'
34 Build on existing sites but not green belt
35 Only if local need
36 If you have lots of pockets of moderate size development surrounding local hamlets might they withdraw green belt status altogether in the future?
37 Housing should follow roads between settlements but should be spaced to maintain rural character
38 Small level growth would help local amenities and retain the compact feel of the village
39 This captures meaning of sustainability and need of how to identify the parts of Alvechurch where "sustainable Green Belt is found".

Option 2

We should apportion any housing growth across the settlements on limited green belt

<u>Strongly Agree</u>	<u>Agree</u>	<u>Neither</u>	<u>Disagree</u>	<u>Strongly Disagree</u>	<u>No Opinion</u>	<u>Total</u>
30	51	15	38	46	13	193

Option 2: We should apportion any housing growth across the settlements on limited green belt



Further Comments

- 1 Do not squander green belt
- 2 Fair affordable housing should be included
- 3 All settlements could have more housing
- 4 As above - against any future builds
- 5 Green belt should remain green
- 6 Vision will fade away if this happens
- 7 People think places with grass are green belt and this is not the case
- 8 New homes are required for local people in the area - for all villages, not just Alvechurch
- 9 Settlements that are smaller have the opportunity to grow more
- 10 Should only be if there is a proven local need
- 11 Plenty of brownfield sites i.e. Longbridge - No need to expand Alvechurch - Look across the black country which requires investment
- 12 New housing should be close to existing public transport - Alvechurch
- 13 No development north of M42
- 14 Make it conditional that development monies support local amenities
- 15 Focus should be on Alvechurch as even with large developments in the hamlets there

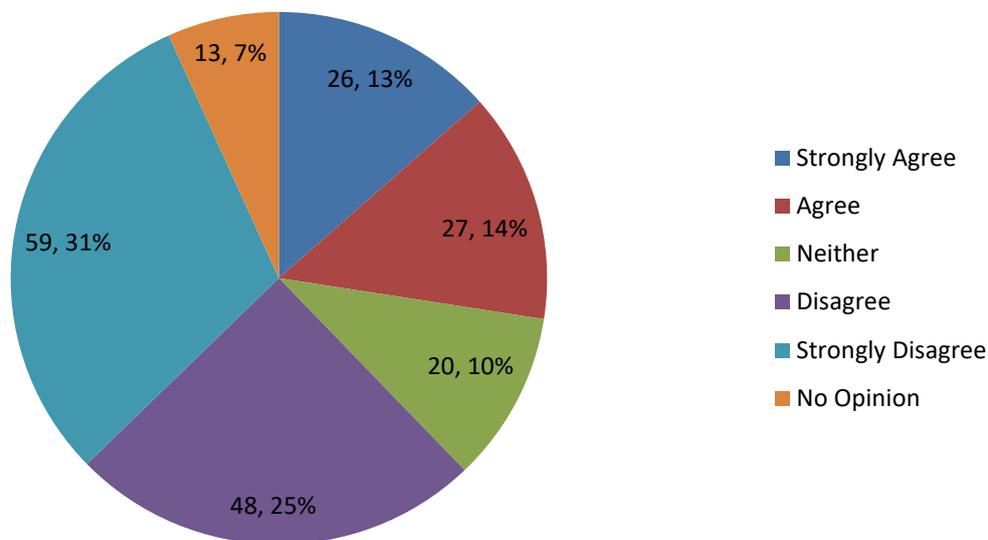
wouldn't be enough leverage to provide significant infrastructure
16 Roads and other services cannot cope with much more housing
17 Recognition of our unique space between Birmingham and Redditch
18 Ensure that green corridor remains green between settlements
19 not all sites are equally valuable
20 Developments should be influenced by accessibility to services rather than being spread around settlements
21 No infrastructure
22 New developments should be spread out not just Alvechurch village
23 Once green belt land is used there will be no reason not to use more
24 as long as build is proportionate
25 Should build on brownfield sites instead and share amongst villages
26 To minimise urban spread + leave clearly defined areas of green belt would prevent it looking like one large urban sprawl
27 Not sustainable, opposite to policy direction-takes out more Green belt

Option 3

We should release green belt land for future need mainly around the edges of Alvechurch village.

<u>Strongly Agree</u>	<u>Agree</u>	<u>Neither</u>	<u>Disagree</u>	<u>Strongly Disagree</u>	<u>No Opinion</u>	<u>Total</u>
26	27	20	48	59	13	193

Option 3: We should release green belt land for future need mainly around the edges of Alvechurch village



Further Comments

1. Do not want to see Alvechurch turn into a town
2. Unwise as will put strain on infrastructure
3. Green belt development should be shared amongst parish
4. Alvechurch needs to be protected just as much as other settlements
5. Why create amenities in Alvechurch and then build elsewhere!
6. Smaller settlements needs new affordable housing too
7. Keep the balance of current sizes
8. The vision will vanish if this happens
9. no more houses
10. Alvechurch is already over stretched housing wise
11. Building new houses on the edges of the village destroys the look and character of the village
12. Nobody wants new housing enlarging and destroying the character of their settlement so it is only fair that it is distributed amongst all settlements not just all squashed onto the edges of Alvechurch
13. This is the most sustainable

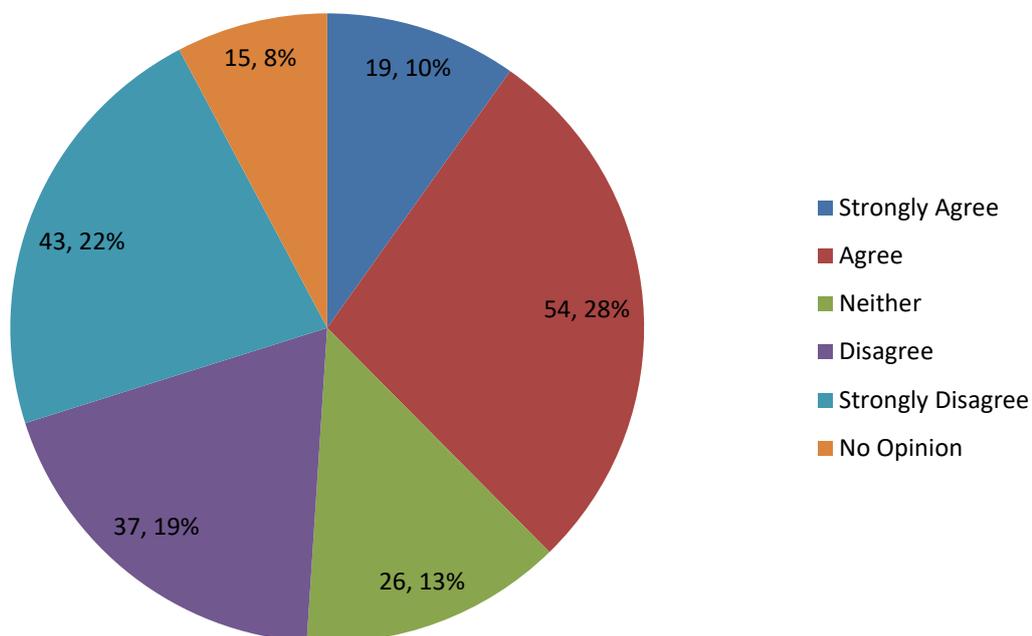
14. The largest settlement shouldn't be penalised
15. No infrastructure to support further development
16. Open invitation for you to take advantage!
17. Depends on size and availability of land adjacent to other settlements
18. Alvechurch is now of critical mass, further houses would unbalance the village and add to overcrowding at the school etc.
19. Exclusion will encourage influx of those wishing to benefit
20. Green belt should be preserved
21. Must avoid use of green belt at all costs
22. Alvechurch is big enough
23. Village centre and close to railway station
24. Without green belt Alvechurch etc. will no longer be villages
25. Village has already expanded greatly
26. A few houses on the edge of each settlement minimise the impact on any one place
27. Proportional development in and around other areas is necessary to provide balanced expansion
28. Smaller settlements can take fill in and extension
29. The way forward and best policy and practice basis-1st we should identify Green belt sites and indicative housing numbers by type and tenure.

Option 4

We should limit additional housing to small inexpensive houses if green belt has to be used.

<u>Strongly Agree</u>	<u>Agree</u>	<u>Neither</u>	<u>Disagree</u>	<u>Strongly Disagree</u>	<u>No Opinion</u>	<u>Total</u>
19	55	26	37	43	15	194

Option 4: We should limit additional housing to small inexpensive houses if green belt has to be used



Further Comments

1. This would de-value the whole area
2. Still a need for larger homes
3. Should have much more affordable housing
4. Need greater emphasis on altruistic concerns rather than profit
5. If building for people on limited income how will they afford to get into the village and partake of its amenities
6. Should be near to station, school and shops
7. More input into section 106 money disposal is key
8. Mixed housing is essential for a social mix
9. Depends on number of houses, small or large
10. If development cannot be avoided a balance of mixed properties should be used

11. No green belt should be compromised
12. Should depend on housing survey results
13. Do not use flood plain and water meadows
14. Should not limit options in this way
15. Green belt should not be sacrificed for expensive housing when the need is for low cost houses for young residents
16. Affordable housing is available across the West Midlands - new families buy small homes and move into larger homes - where will they all go?
17. Help for young first time buyers is welcome
18. What about disable people?
19. Essential for a longer term view of a vibrant village community
20. Use of green belt needs to be based on minimizing conservation impact - large properties with large gardens may have the lowest impact
21. Low level bungalow and chalet type homes will not only be accessible for elderly but will also avoid spoiling countryside views for others
22. Should be a mixture of housing styles and values
23. The type of houses being built should be dictated by market conditions/ planning process. No one has automatic right to live in the area they wish only where they can afford
24. Do not think this should be specified - a community is not built on just inexpensive houses - inclusive means everyone - wealthy or not
25. Should build in Longbridge
26. Some market value housing will be needed to make development viable
27. Do not see any land that has come up for building i.e. Old school site, site near Motorway Bridge etc. being used for this purpose. Where are all these small inexpensive houses?
28. Yes not multi named large detached ones
29. Increase housing for the elderly
30. Develop on existing sites
31. I rent and am unable to buy in my desired location - there is plenty of large houses in the UK
32. Do not wish to see cheaper houses built that may affect the demographic of the village

33. may cause growth of problem areas
34. On the assumption that a housing needs survey supports lower cost housing
35. Do not want the village to become lots of new estates with houses crammed in on the site - need to retain its character with a mixture of housing stock - 'inexpensive' is a very subjective term
36. Whilst there is a need for small affordable homes, there is also demand for larger family homes
37. Elderly need to be close to facilities and more affordable homes for young who want to remain in Alvechurch - many move away due to lack of inexpensive homes
38. High density, close proximity, small houses should enjoy areas within green open spaces and may suit downsizing for aged locals
39. There would be a shortage of family sized homes
40. Does not seem to be dependent upon Q1-3
41. If green belt is used it should be for houses that will enhance the countryside
42. I don't believe the people who concocted the vision really believe in it - that's sad!
43. There are already lots of small, inexpensive houses in Alvechurch - to limit all additional housing to small, inexpensive housing would alter the village demographic too much - there should be a mixture of housing types
44. Cheaper homes are needed as house prices traditionally outstrip inflation/earnings but higher value homes maintain the demographic and make development schemes more attractive/ viable for house builders
45. Not practical as most developers won't cooperate but ratio of small to large housing needs control measures for overall balance in the housing market.

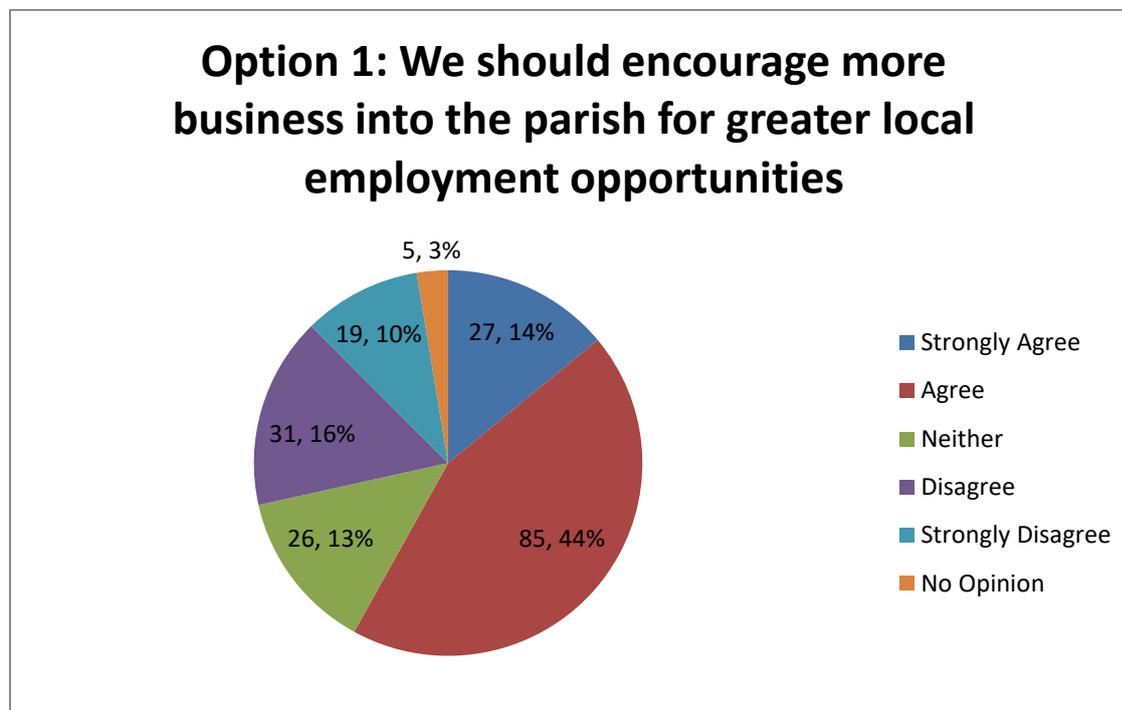
Results: Questions and Information Relating to Businesses and Jobs

How much do we want to encourage more businesses for local jobs, saving on journeys and keeping the village alive?

Option 1

We should encourage more business into the parish for greater local employment opportunities.

<u>Strongly Agree</u>	<u>Agree</u>	<u>Neither</u>	<u>Disagree</u>	<u>Strongly Disagree</u>	<u>No Opinion</u>	<u>Total</u>
27	85	26	31	19	5	193



Further Comments
1. Would not like to see business development on new sites
2. May change Alvechurch from a village to a town
3. Back fill void business premises
4. It is acceptable to be a pretty commuter village
5. Good mix of shops is needed
6. What is so bad about being a pretty commuter village? We live here because we like the gentle pace of life and the rural feel - We don't want new sites destroying that character and increasing traffic flow - I would welcome new business if they are small

and use existing buildings but not if new sites are developed
7. Not high street brands - any businesses should serve the local community and not just be job creation by themselves
8. We are close enough to Redditch/Bromsgrove and Kings Norton where more amenities are available - as long as transport links are good it is a shame to spoil our 'village' for the sake of pressure for business development.
9. If we haven't the space then we just don't do it
10. Smaller areas like Hopwood already have their share adjacent to M42
11. Only round new station
12. Does not provide work for local people - this is more likely to lead to more competition for facilities
13. We could review the offering around the train station area for small business operations
14. Only if going to employ existing villages
15. If they can be accommodated within village
16. But limited to uses such as 'craft centres' and small offices
17. More businesses place greater need for housing in the area - there are significant opportunities in Birmingham and Redditch with good transport links
18. New businesses require banking facilities
19. Local employment must be market driven not "encouraged"
20. Difficult as cannot guarantee that businesses will employ local people and unless large business opportunities will be small - however large business has impact on transport structure - plenty of job opportunities in Redditch Birmingham and Bromsgrove so need good transport links
21. Business should be encouraged into the area however the type and nature of the businesses should be restricted. Many roads/lanes are not suitable for HGV's
22. More businesses would create additional problems and as Alvechurch Parish has large conurbations with business opportunities should concentrate on retaining rural outlook to Parish
23. What we have in building stock is sufficient
24. Careful consideration to ensure the appropriate businesses are encouraged/supported
25. Rents too high and parking is a problem

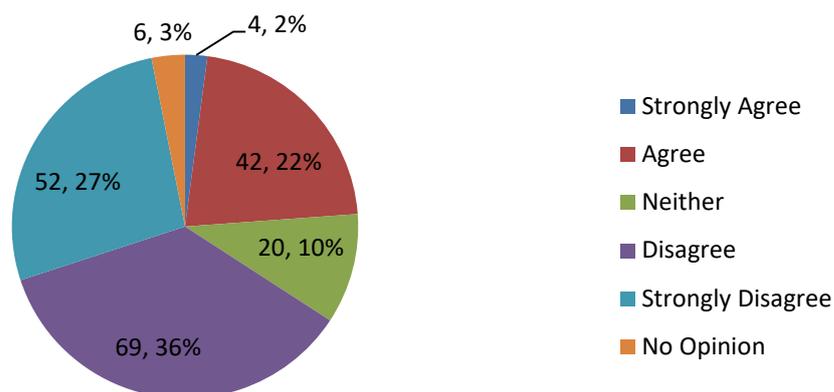
26. Live/work units
27. Plenty of opportunity at Longbridge for new development
28. Depends on type of business - more shops on existing Alvechurch site ok but not using green belt for industrial sites
29. Some small planned businesses, but nothing larger
30. What businesses and where?
31. Brownfield sites only
32. Plenty of scope in Birmingham and Alvechurch
33. Try to focus on existing sites
34. How?
35. There are enough accessible places to work nearby without the need for more business/ job opportunities in the village
36. We have already built on land designated for industry - it will just be another shortcut to more houses which we don't want
37. Unsure how "encouraging more businesses into the area" fits with the eviction of small businesses from canal side locations near the old brickworks
38. Already significant safety issues surrounding school pick-ups without additional commercial traffic - Should children be put at increased risk?
39. Should remain essentially a commuter village
40. If the business plans are monitored surely this is a positive - Alvechurch needn't lose its character
41. Redevelopment where possible
42. Alvechurch is currently distinctive for having a discrete identity, unlike the commuter belt inside the M42 - local businesses and amenities are essential to this
43. Priority should be given to businesses which use local resources/labour and provide services which respond to needs of the local community - industrial symbiosis could be considered on a local level
44. Desperately need a more vibrant, attractive shopping area
45. Economic and sustainability reasons support this

Option 2

We should give up some green belt and other sites for business to increase the local jobs available

<u>Strongly Agree</u>	<u>Agree</u>	<u>Neither</u>	<u>Disagree</u>	<u>Strongly Disagree</u>	<u>No Opinion</u>	<u>Total</u>
4	42	20	69	52	6	193

Option 2: We should give up some green belt and other sites for business to increase the local jobs available



Further Comments

1. More businesses would require more housing not less
2. Infrastructure is an issue
3. Already knocked down factories, why go backwards?
4. Business use only. Not owned by developers who later apply for change of use.
5. The infrastructure and support should enable home-based business - new businesses wouldn't necessarily employ local people so end up with cross commuting
6. There are brownfield sites just outside of the district - which can be considered local and would be able to offer employment for local people
7. Any employment welcome
8. Small retail - craft centres and office developments
9. If we haven't got it then forget it
10. Local jobs should include farming in the green belt - not building factories
11. Others sites rather than green belt

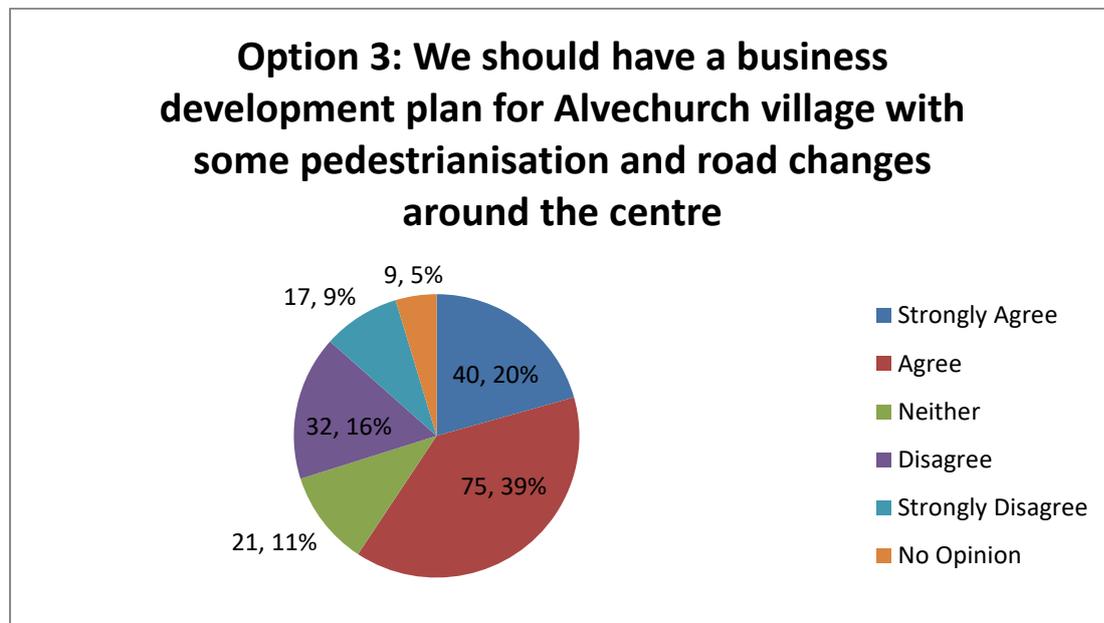
12. Most of us would probably prefer to keep the character of the Parish as it is and commute outside for work - There is already a feeling of the village being alive with the existing businesses and community groups - Green belt land should not be used - it is bad enough that we have to sacrifice it for housing
13. Alvechurch is in peril from possible developments
14. No need for commercial properties
15. increasing the amount of green infrastructure (and biodiversity) In the built up areas would compensate for this to some extent
16. Reduce impact on village, ribbon development - M42 - By-pass
17. Develop local transport - already done so in increasing no. of trains to Birmingham and Redditch - use green belt for housing
18. Only if the business supports the infrastructure of the village needs
19. People can travel for work
20. Counsellors won't allow this to happen - too much money on offer from property developers houses
21. Selected businesses only
22. Redundant farm buildings
23. Case by case proposal
24. May be necessary but should be minimal
25. There are empty/ under used commercial buildings in/around the village. Commercial properties should not be built in green belt while there is the current oversupply of these nationally
26. Sympathetic commercial units could be a possibility
27. Release of green belt should be limited
28. Absolutely opposed to the erosion of any green belt
29. Careful consideration would be required
30. Should only give up green belt for exceptional reasons
31. What Businesses?
32. No green belt
33. There would be no green belt and separation from surrounding areas left
34. Use empty premises for business use
35. Especially close to Alvechurch station
36. People will not want to work or live here if you destroy what makes it special

37. Green belt was established in the 1930's and has worked very well Government needs limit GB population
38. Only if it helps employment for locals
39. Should be proportionate to the size of the village
40. Inevitable given the Green Belt nature of the parish and District. Not all is of the same equality

Option 3

We should have a business development plan for Alvechurch village with some pedestrianisation and road changes around the centre

<u>Strongly Agree</u>	<u>Agree</u>	<u>Neither</u>	<u>Disagree</u>	<u>Strongly Disagree</u>	<u>No Opinion</u>	<u>Total</u>
40	75	21	32	17	9	194



Further Comments
1. Pedestrianisation means more walking for disabled
2. Would be good if there was sufficient parking
3. Need balance between commuter village and business centre
4. Parking should be free
5. Avoid major road changes
6. The centre is a working environment and all residents can walk/park short term - that is enough

7. Would love a shared space, ideally from Red Lion Garage to The Swan - this would be a long term aim
8.
9. Block road to precinct from Birmingham Rd.
10. So long as no green belt is used
11. This would seriously affect the village prosperity
12. Increase pedestrianisation but minimise road adjustments and parking
13. Does pedestrianisation have an impact on where young people hang out? Do we need to provide more for them?
14. Agree in theory, however this will be hard to achieve due to lack of space available
15. Pedestrianisation not possible
16. It is already feeling the pressure
17. Use what we have to optimum level before making changes
18. Village centre is large enough - will turn into town - changes for current businesses
19. Would make village more welcoming
20. Possibly some sort of adjustment whereby deliveries could be made via the road next to the Dilshad takeaway, particularly for the large Co-op lorry - But otherwise no further parking is needed - the existing car park behind The Red Lion should be used more and possibly the Social Club car park when the club is shut - road changes would change the character of the village 2
21. Not opposed to the idea but difficult to see how it could be done
22. More disabled parking is needed
23. My daughter is moving to middle school - concerned about her crossing near the shops
24. This seems sensible
25. Worth giving consideration to
26. The square is dangerous for parking, entering/exiting parking spaces and for pedestrians - both of our cars have been damaged on the square
27. Road changes which discourage through traffic are welcome
28. Definitely not - do not destroy village
29. Parking is poorly designed, discouraging people from local businesses
30. Rubbish - Barnt Green are removing restrictions as it affected local businesses - why adopt a failed method?
31. Delivery vehicles are a nightmare/ dangerous

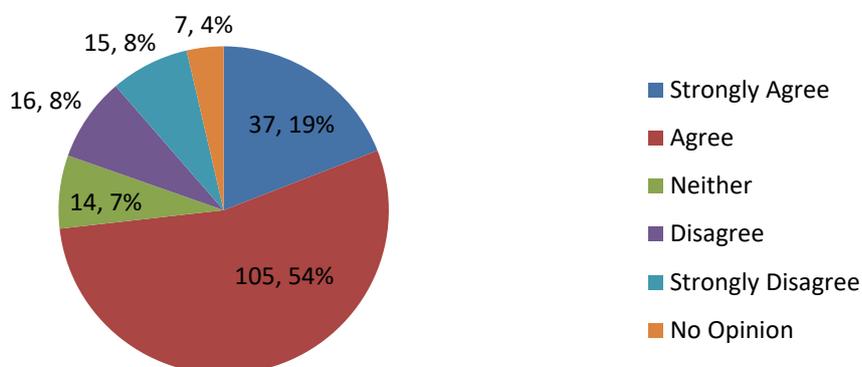
32. This is a village and we want it that way
33. As the village expands, consideration is needed for managing this in the Centre
34. Keep some parking close to shops and services
35. Refer to Alvechurch design statement for suggested designs etc.
36. Costs of doing so difficult to absorb in current financial climate
37. Need good local facilities - especially a fruit and veg shop
38. Parking is a problem especially for deliveries
39. Long overdue - parking by Co-op is dangerous and inefficient
40. Hard to imagine what's implied - need more details
41. Only if carefully planned - do not think it will attract outside shoppers - just local people
42. Plan should maintain the original feel of the village centre which was formed by organic growth
43. A bank again would be a great addition
44. Where is space for parking going to come from?
45. Village is too small - not beneficial or feasible
46. Road changes are definitely required, not just at the village centre but also along the Birmingham Road for the school - traffic calming measures and 20mph speed limit
47. Not necessary in such a small place
48. We do not want a trading estate
49. Would need a bypass for village?
50. Centre is too small to warrant any further pedestrianisation
51. Obvious and necessary if Alvechurch Village is to be the main Centre for the inevitable and necessary controlled development of the parish

Option 4

We should encourage small scale rural employment in our smaller settlements not just Alvechurch

<u>Strongly Agree</u>	<u>Agree</u>	<u>Neither</u>	<u>Disagree</u>	<u>Strongly Disagree</u>	<u>No Opinion</u>	<u>Total</u>
37	105	14	16	15	7	194

Option 4: We should encourage small scale rural employment in our smaller settlements not just Alvechurch



Further Comments

1. Small businesses within existing built up areas would be a good move
2. Standard of living is just as important as making a living
3. Bordesley already has a commercial Centre which can be enlarged
4. If appropriate to rural area
5. Yes if it is the wish of the settlements
6. All for improving existing rural building amenities
7. Blackwell has thriving cottage industries
8. Not in the green belt
9. Needs careful planning as even small developments will mean more traffic
10. Emphasis on appropriate
11. Other settlements are less developed than Alvechurch - they could cope with a little expansion

12. No more at the Old Hall in Rowney Green unless the Holloway is widened and footpaths are put in
13. Live/work development only
14. Depends- could open areas up to too much and unsuitable development
15. This would alleviate traffic mentioned in option 1
16. Consultation should be open to those who may be affected
17. Bad for environment - increased traffic in rural areas making country roads dangerous
18. Should be spread to minimise impact in the community and protecting the village centre
19. Location?
20. I feel that smaller should mean smaller
21. First one that makes sense
22. Depends on the type of small businesses - should be useful to local residents and independent business ventures
23. Provided planning controlled and operations monitored.
24. New development needs to be close to public transport
25. Small businesses can be sited anywhere subject to access and parking and we should encourage this where possible where the business complements the area
26. Currently have this in Rowney Green, Bordesley and Hopwood
27. My wife works from home - high speed broadband has been a great help
28. Just a shop and a post office like we used to have
29. To a limited degree
30. Should review on suitable areas but not on green belt land
31. I can only speak for Withered and the answer is no!
32. How sustainable/viable is this in reality? Businesses need amenities for their workers so development of both goes hand in hand
33. There are pockets of small businesses running successfully in these rural areas but there is always room for more
34. This can happen and should for "balance" though more Green Belt costs

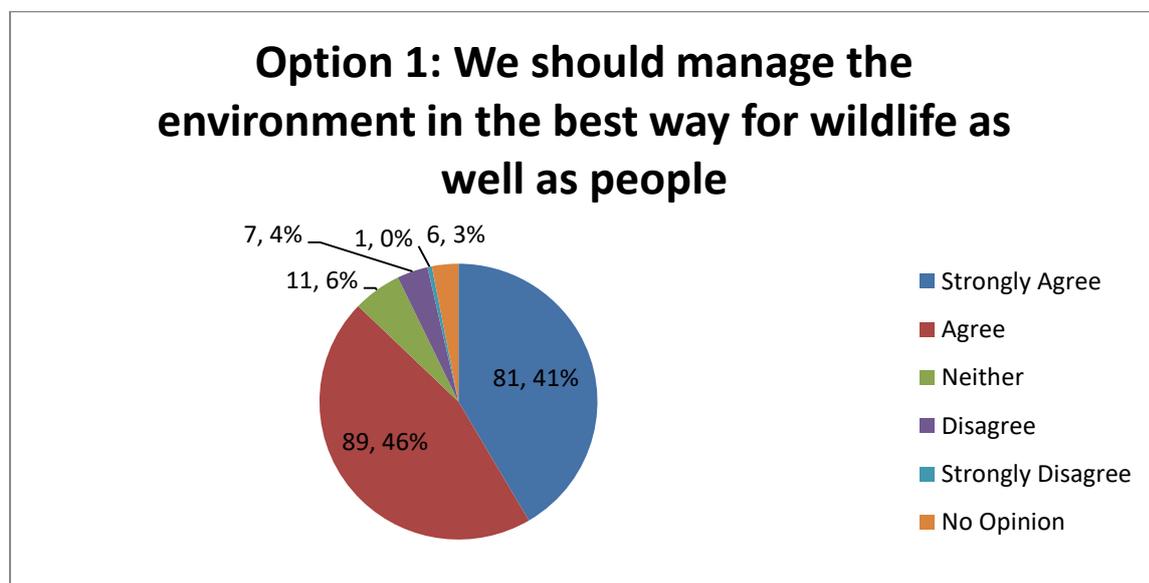
Results: Questions and Information Relating to the Countryside Environment

Choices about how best to protect and develop the countryside environment

Option 1

We should manage the environment in the best way for wildlife as well as people

<u>Strongly Agree</u>	<u>Agree</u>	<u>Neither</u>	<u>Disagree</u>	<u>Strongly Disagree</u>	<u>No Opinion</u>	<u>total</u>
81	89	11	7	1	6	194



Further Comments

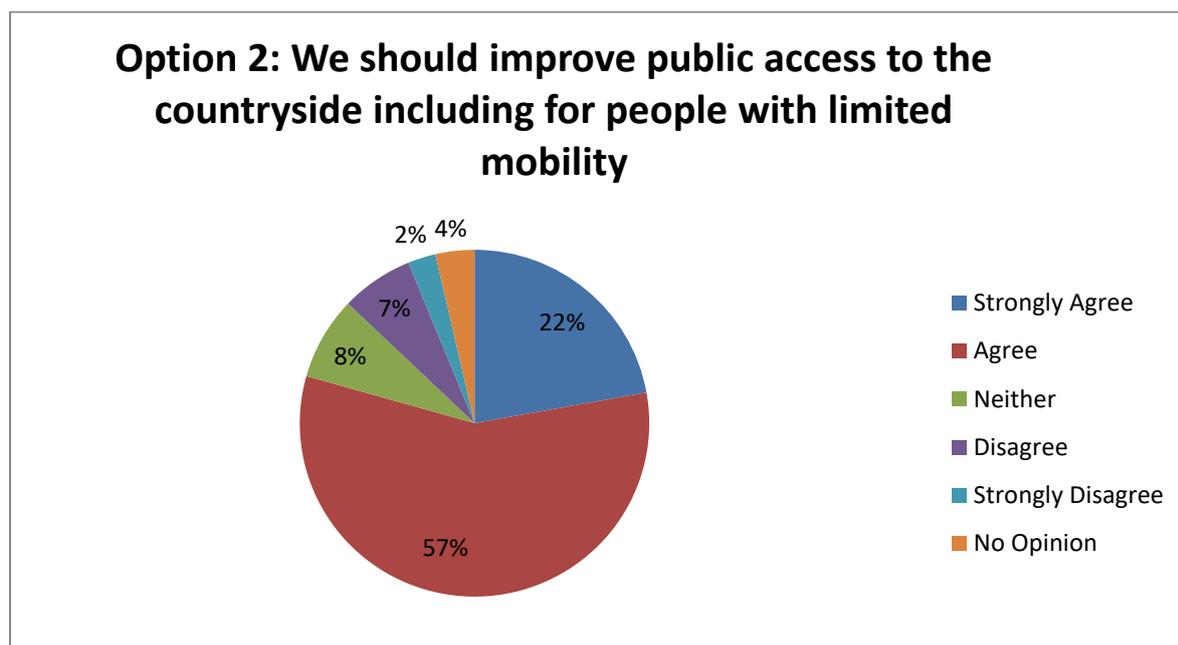
1. Need balance between protection and usability
2. Destroying our environment makes no sense
- 3.

4. No bramble and no foxes
5.
6. It is good now - many non-intensively farmed areas
7. Sounds good but needs to be more specific
8. Yes - we are rural not urban
9. We should ensure that any new housing developments are made to preserve existing hedgerows and mature trees and plant new trees
10. Being able to access our beautiful countryside so easily is fantastic but what makes it so special is that it feels natural with lots of plants and animal variety - areas should be protected to ensure that this is maintained
11. Publishing information about local biodiversity as well as services provided by local ecosystems would improve the way people value nature
12. Very little done at present - wildlife friendly untidiness needs explanation to gain acceptance - interpretive boards etc.
13. Local farmers are the best custodians of the landscape - this should be mixed with good footpaths
14. Don't understand why it should affect tidiness though
15. Some domestic animals destroy wildlife and foul the area
16. Why limit access? Maybe in temporary work areas
17. Biodiversity projects are always good for a small community something I think the village could prosper from
18. Any potential management scheme must balance people and wildlife and not create a Somerset levels problem
19. Difficult to balance people v wildlife
20. Leave the countryside to evolve naturally - it has for centuries
21. Land owners should be required to keep their land in good order
22. Must conserve and enhance this asset

Option 2

We should improve public access to the countryside including for people with limited mobility

<u>Strongly Agree</u>	<u>Agree</u>	<u>Neither</u>	<u>Disagree</u>	<u>Strongly Disagree</u>	<u>No Opinion</u>	<u>Total</u>
43	111	15	13	5	7	194



Further Comments

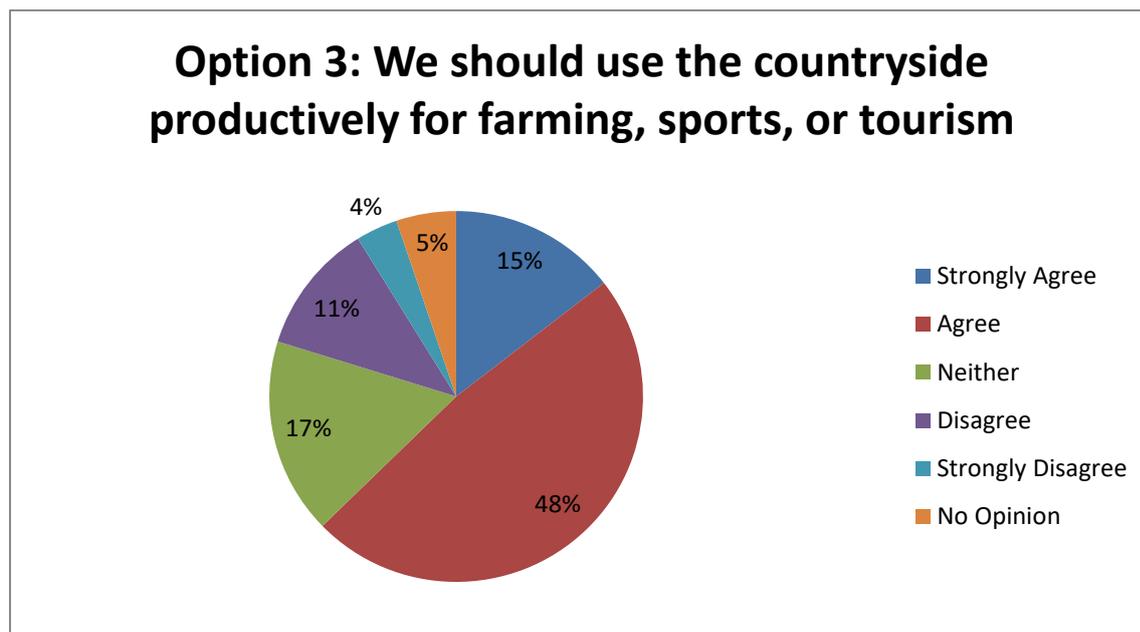
1. Access for pushchairs and wheelchairs currently difficult
2. May be possible but not at the cost of the environment
3. Balance cost of mobility access with likely users
4. Impractical; would require for more expensive footpath management
5. Done sympathetically I think this is a good idea to enable everyone to access the countryside
6. Clamp down on dog poo in area
7. Positive plan or all footpaths and protect them
8. It is sometimes difficult to navigate some of the paths locally with a small child - easier now that he can climb stiles but gates not suitable for pushchairs would be useful in places - however a lot of the parks locally are not suitable for pushchair anyway because of the terrain. Careful consideration is required when choosing accessible footpaths
9. Improve access without changing the character too much - would be good to preserve some of

the wild areas too
10. Improve the meadows to a country park and just make stiles gates
11. Ideally accessible all year round - most public footpaths are very muddy for 6 months of the year
12. Pathways can be built from natural materials so as not to break up the landscape visually and routes can be chosen to ensure wildlife is not seriously affected
13. Bring onboard those interested in country groups
14. Sure we could do this without affecting the wildlife
15. However funding is a major problem and any such scheme must be viewed in the whole and not in isolation
16. This should help everyone
17. Paths MUST be designated
18. Yes - beauty of countryside should be accessible to all
19. The tow path behind Callow Hill Lane is impassable in the wet
20. Particularly the 'Weighbridge' to 'Crown' section of the canal towpath
21. Needs to be very sensitively done
22. Improve access = improved exposure of countryside and its value/beauty/issues - essential if we are going to inspire a new generation to care and take an interest in wildlife and the countryside
23. Only currently used routes
24. Produce leaflet/booklets showing paths etc.
25. To a limited extent only
26. Already have good access and information available
27. Could local people help with environment management?
28. Keep concrete and harsh boundaries to a minimum - refer to Alvechurch design statement
29. Access to paths only near to village car parks, unless funding can be found for special schemes
30. Some areas are worthy of conservation, however others are more suited to public access
31. More money/time needs to be spent on maintaining existing paths/stiles etc. before adding new ones
32. Countryside looks pretty nice without interference - What farming?
33. Not appropriate for the area around here - there are more accessible pretty places available
34. Canal tow path would be a good path to improve accessibility
35. Options are very limited for wheelchairs, especially in wet weather - a better path surface would be an option

Option 3

We should use the countryside productively for farming, sports, or tourism

<u>Strongly Agree</u>	<u>Agree</u>	<u>Neither</u>	<u>Disagree</u>	<u>Strongly Disagree</u>	<u>No Opinion</u>	<u>Total</u>
28	93	33	22	7	10	193



Further Comments
1. Need to have balance between wildlife, public access, and leisure areas
2. More growing areas should be on agenda for local community
3. Improve sports areas
4. Question too narrow. Some development activity in the right place may be acceptable
5. Any economically viable development should be eco-friendly and not be overly adverse to wildlife
6. If business development is unavoidable, ecotourism/farming/outdoor leisure would fit better with our Parish character than selling out to yet more shops and offices which often have little character these days
7. Would rather see land used in any manner rather than it being left vacant and awaiting travellers to make use of it

8. There is relatively little active promotion and development of wildlife/conservation site in and around the village - anything that impacts on these areas should be discouraged
9. I think the balance we currently have works well. Most of the land is used for farming but there are sites where the land is left more natural
10. It could equally encourage a greater diversity of wildlife
11. Wildlife will adapt
12. Each development that may affect wildlife needs careful, individual consideration
13. We already do to a degree
14. Attracting tourists should be partly concerned with preservation of wildlife - Cycling, boating, walking needn't have a detrimental impact on wildlife - wildlife is part of our heritage and needs to be protected
15. We have adequate parks - they just need managing and maintenance. No to development across all areas
16. Surely that's up to the landowners?
17. Farming yes - sports and tourism no!
18. Need to improve all areas
19. As long as we are careful RE wildlife
20. This may remove habitat for wildlife but provisions could be made - portion certain areas of any development for wildlife etc.
21. All for farming - most of the parish have sports facilities - what happened to the tennis court at Hopwood?
22. Land should be used for what it was intended
23. Farming and sports fine, not sure about tourism
24. The allotment project has had strong support - well done!
25. A happy medium could be achieved here without damage to the countryside
26. Community supported agriculture schemes are needed locally, the land uses should be designed in a way that are beneficial for wildlife as well as people. Sustainable agricultural practices are normally good for biodiversity
27. Wildlife could be preserved if the land was not over used
28. Should fit in around the best use of countryside for wildlife
29. Improve footpaths and roadside footway lighting - Footway to Barnt Green alongside roads should be a priority

30. No more stables

31. The village can have limited say on the practice of local farmers for example on private land

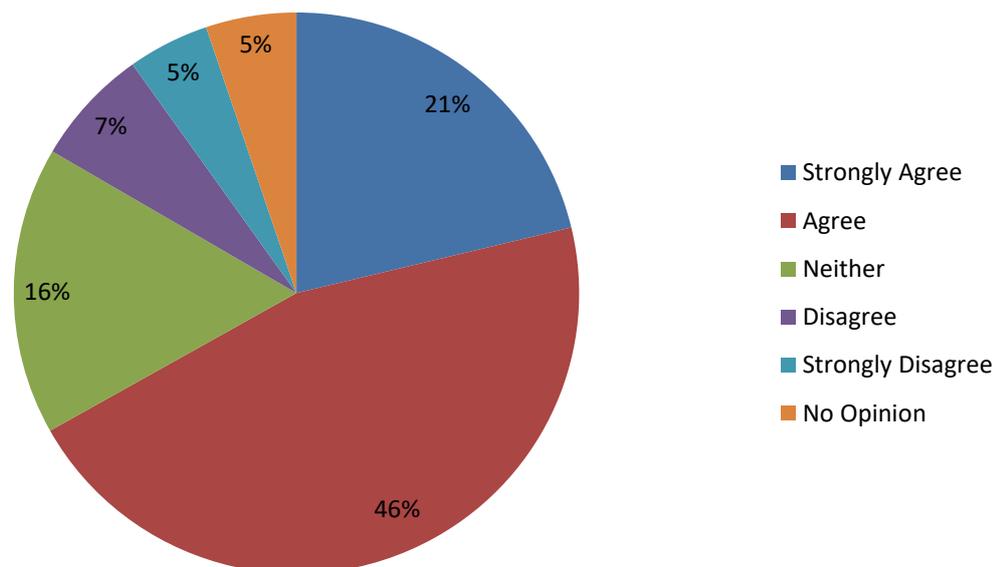
32. This option optimises the option above also, I don't see alternatives, they would all be part of a managed Countryside development approach

Option 4

We should use more green and environmental technologies, including energy conservation within the parish

<u>Strongly Agree</u>	<u>Agree</u>	<u>Neither</u>	<u>Disagree</u>	<u>Strongly Disagree</u>	<u>No Opinion</u>	<u>Total</u>
41	88	32	13	9	10	193

Option 4: We should use more green and environmental technologies, including energy conservation within the parish



Further Comments

1. No wind power
2. Do not need large-scale green technologies
3. Every house should have solar power and we should find ways to fund it
4. Living costs need to be brought down so that we are living to work not working to live
5. Pollution and noise from M42 will not be eradicated
6. Only proportionate changes
7. Car use only if everyone can walk to destination or cheap public transport
8. Cutting car usage wouldn't work
9. Provided there is necessary funding from Government
10. Car use can only be reduced if there is other adequate means of transport
11. This can be achieved tastefully without too much visual disharmony
12. Need to remember we are a village
13. Keeping an eye on visual impact and economics
14. Should try to encourage small housing and businesses that are neutral/ demonstrably green
15. New buildings should have dirty water systems/ solar/ high insulation ratings
16. Cutting car usage, encouraging walking and cycling and simple measures should be the focus
17. Do not forget the disabled
18. A good aim - but may be unrealistic for the Parish council to influence all these aspects of local life
19. Wind/solar power is rubbish - however support re-use, recycling, and insulation etc.
20. As long as it is sensitive to the natural appearance of the countryside
21. Would depend on what and where?
22. Larger scale technologies should directly benefit local people as well as businesses.
Often bias towards businesses (they get profits, residents end up with negative aspects)
23. Bring back water mills

24. Traffic calming urgently needed in Ash Lane, Hopwood
25. The market is moving towards "on-site" generation e.g. personal solar panels. These are minimally disruptive and much better than large scale energy development
26. Ok in principle re-using green power - I expect that many won't want it to be produced/generated locally.
27. Spending money to cure a problem that does not exist is madness
28. Green policies have proved disastrous and expensive vanity projects and they push up energy costs
29. Remember air source heat pumps
30. Just because we are 1920s built and have no cavity we get no help - there must be alternatives out there?
31. Subsidies?
32. Totally unrealistic on a local basis, except for recycling practices. Certainly not sure wind or solar power on any scale would make any difference
33. Consideration of efficiency measures should be a priority over installing new - Repair café scheme would be useful - appropriate community energy scheme which could be considered
34. Even with good intentions this will never happen; costs and short term policies
35. One of the problems with being a commuter settlement is that many people do use their cars. It's amazing how many people who use the train drive to the station. I think many people do try to recycle where they can, it does feel intimidating to cycle locally sometimes because of the speed limits on some of the lanes. the same can be said for running/ walking
36. Mobile telephone masts dominate our hillsides - please avoid wind turbines waving at us too
37. How much can the parish council influence? - Rail should be included here
38. If farm land is best used for production of energy rather than food, then we need to accept it
39. Agreed - but do not understand how this is linked to car use
40. Cutting car usage is a good idea which is why we shouldn't be building new business developments which attract traffic or increasing parking in Alvechurch centre

41. Set up costs are often high and the payback period is long - so scare funds might be better used in the short term
42. Wind power is not proven and doesn't fit.-Solar panels are ugly- Recycling should be encouraged but not to be a dumping ground as in Tanyard Lane car park.
43. Wind power tends to be used individually and therefore benefits only one property-- Solar Panels do not fit in with the Design Statement
44. Some tension here between necessary conservation and more problematic types of energy production-no to single wind turbines in prominent locations.

Results: Questions and Information Relating to Transport

Many people in the Parish say that problems with transport affect their lives.

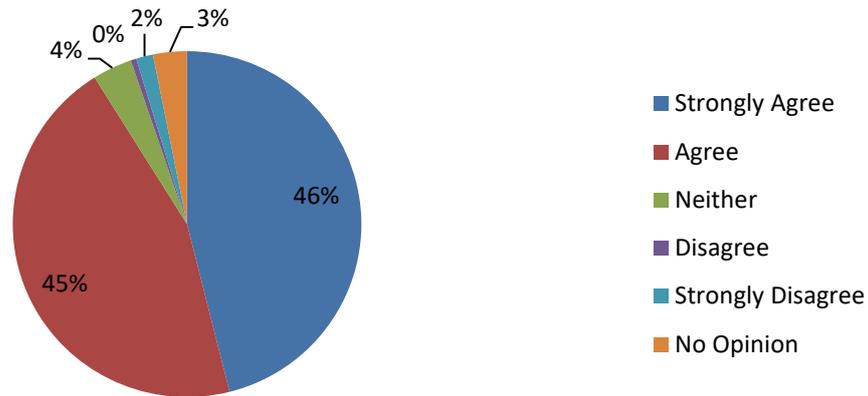
Most are outside the powers or scope of the Parish Council, but we could press for changes, especially to accompany new developments.

Option 1

We should press for improved public transport through better co-ordination of all transport methods

<u>Strongly Agree</u>	<u>Agree</u>	<u>Neither</u>	<u>Disagree</u>	<u>Strongly Disagree</u>	<u>No Opinion</u>	<u>Total</u>
89	87	8	1	3	6	194

Option 1: We should press for improved public transport through better co-ordination of all transport methods



Further Comments

1. Better bus service in afternoons and evenings is needed
2. Better car park at railway station is required.
3. Rail and bus can't connect as too far apart
4. Bus service is too infrequent and too expensive
5. Is required but should be proportionate to potential use
6. Key are linkages, cycling and walkers
7. Bus connection to Solihull would be great
8. The annoyance of walking to the train station to find there is a temporary bus service running from the village is high - but its preferred rather than having buses whizzing up and down Bear Hill - with the use of internet services and social media information is now becoming wider spread about such disruptions
9. Anything to reduce traffic and we're in a good location to achieve this
10. No timetable at the bus stop - this would help
11. Whilst rail improvements are excellent - local bus services are a joke and do not provide adequate alternative public transport
12. Need a big push to provide secure/safe/pleasant cycle routes - these do not need to be traffic free
13. For young people to get from one village to the next it is very difficult - cycling should feature more prominently but safety is an issue
14. Yes if this will reduce car usage

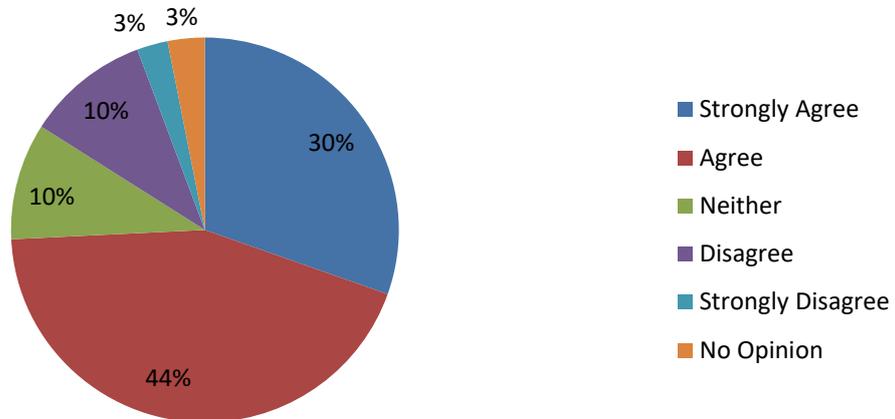
15. School drop off difficult with no buses
16. East west buses crossing rail station?
17. Restore 146 Birmingham to Redditch 2.30pm bus - Maintain buses 182 and 183
18. Bus and train connections could be improved through coordinated timetabling
19. Not sure how much influence we would have on bus routes etc. when they are having to cut services due to funding
20. An obvious goal
21. No buses - cost too much when one does run - trains not accessible for all - no cycle paths across country and roads too dangerous
22. All bus routes should have a stop at Alvechurch Station
23. Also understand that businesses have to have profit
24. Needs to provide a reliable service
25. A more reliable and capable train provider would be a big benefit
26. County Council transport planners should be more influential at parish level
27. I feel we are lucky to have such good links both with public transport and roads
28. Hopwood does not have a rail service and very limited bus service. Getting to Bromsgrove via public transport is lengthy and expensive.
29. Alvechurch station will help - Bus services are down to viability
30. Elderly rely on public transport
31. Current arrangements seem generally appropriate except for a need for better cycle parking in some areas - at the station - and badly positioned drop kerbs in many areas
32. Taxi rank at station needed
33. Interlinked transport would be helpful
34. This supports WCC policy but resources are in the way of implementation. We need to keep pressure on pursuance of this

Option 2

We should review car parking in Alvechurch village centre

<u>Strongly Agree</u>	<u>Agree</u>	<u>Neither</u>	<u>Disagree</u>	<u>Strongly Disagree</u>	<u>No Opinion</u>	<u>Total</u>
59	85	19	20	5	6	194

Option 2: We should review car parking in Alvechurch village centre



Further Comments

1. Car park locations are good but get very busy
2. Need better parking next to the school
3. Depends on whether it is kept as a village or turn into a town
4. Multistorey car park behind Baptist church?
- 5.
6. Stronger enforcement of where school traffic should park in the village is key
7. Free parking in village centre and railway
8. There will be a problem with the railway station
9. Car parking misused - disabled spaces
10. Generally centre is ok - bigger issue is shortage of bays on village roads leading to parking on pavements
11. Needs reviewing but that doesn't mean adding more - existing sites could be used more effectively and we need to be tougher on drivers who park and obstruct pavements - they do it because there isn't parking nearby but know they will get away with it
12. Not only in village center
13. It's a mess/ dangerous to pedestrians
14. Major problem with parking on footpaths
15. A pain of all new developments is the need to put less than enough parking on the plans

all to return more money for the developer - however enough is enough, there are currently big issues in villages not too far away (Dickens Heath) that have not got enough parking, roads aren't wide enough, and traffic wardens are being used to make the problem worse
16. For some reason after 6pm is worse than at other times
17. Don't think it will make a difference - the social club has loads of free spaces yet some selfish person will always park on double yellows outside shops
18. Employ traffic wardens or ask for a volunteer - restrict length of time in public car parks - ticket pavement parkers
19. Ongoing use of Sports & Social club seems adequate
20. As long as Bromsgrove council do not interfere and start charging which will stop a lot of people driving in to shop and affect the businesses
21. Due to delivery vehicles parking buses have not stopped at bus stop
22. Don't want Alvechurch like Barnt Green with traffic and parking
23. Could be better use of existing land through consultation
24. Yes to benefit residents of Swan Street, Bear Hill, and The Square
25. There is plenty of parking but also a great number of inconsiderate and lazy people
26. Encourage walking
27. Use CCTV to manage parking/ issue tickets
28.
29. Parish Councils should have more influence over parking facilities
30. Get rid of parking in front of Co-op
31. There is enough width to the main road to permit parking bays along some sections
32. Direct parking away from centre
33. Time limits are too short - e.g. the square
34. Problems parking near Red Lion - full earlier in the day
35. Reduce cars parking on grass verges and spoiling them
36. The ambience of the Centre would suffer with more car parks
37. Parking in the Square is too tight and not well marked - often cars parked all day in spaces with 1 hour limit - requirement for long stay parking as short stay is not long enough - e.g. dentist appointments
38. How will a "more vibrant" village cope if the working men's club and its car park are lost?

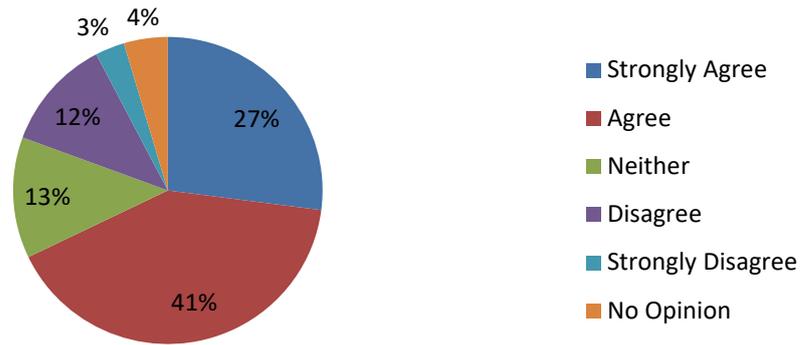
39. Encourage less car use and more use of public transport
40. 1 hour max in Centre of village
41. Parking at present seems reasonable
42. Length of stays should be reconsidered
43. Sufficient parking - however not as clearly signed as necessary
44. Inappropriate parking outside Red Lion street at all times
45. The only bad point is inconsiderate parking
46. This is important if we want more use of Alvechurch centre as Social Club car park future is not secure

Option 3

We should call for more cycle-ways and footways between settlements

<u>Strongly Agree</u>	<u>Agree</u>	<u>Neither</u>	<u>Disagree</u>	<u>Strongly Disagree</u>	<u>No Opinion</u>	<u>Total</u>
53	80	25	23	6	9	196

Option 3: We should call for more cycle-ways and footways between settlements



Further Comments

1. Would be helpful to people outside Alvechurch
2. Too scared to ride bikes round area as no footpaths
3. Lighting would be an issue
4. Would only benefit a few and destroy environment
5. Roads will not support
6. Would make it safer and prevent cyclists holding up traffic - safer for walkers and joggers too
7. Cycling is ok on these roads as they are
8. This would allow children to safely cycle to school
9. How many people would actually walk instead of using a car?
10. Less important than reducing speeding
11. Horses need a passage too
12. Could be costly if there is not increased usage than there is now
13. Cycle paths should be separate from roads
14. Cycling is one of the fastest growing sports in the UK and we attract lots with our hills
15. Majority of residents too old/young to use cycle ways
16. Do not widen lanes - they should remain lanes not roads
17. Reduce risks at bends for horses, cycles, walkers
18. No reduced car use
19. Pros and cons - cyclists, pedestrians and drivers need to be road aware - National cycling scheme is a good idea!

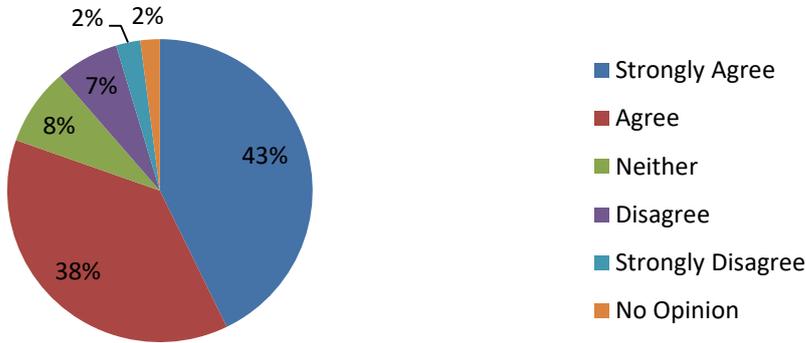
20. Impractical and too expensive to warrant priority
21. Dedicated cycle tracks usually unnecessary - safe cycling essential and better achieved by developing cycle priority environment
22. Make better use of public footpaths and bridleways
23. Costly and low priority - A lost opportunity when adjacent to new railway track
24. Need to manage canal pathways better
25. Footpath from Alvechurch to Cobbs Barn Farm is very poor
26. Installed when footways are upgraded
27. Costly - existing lanes/roads are adequate and safe - drivers are generally considerate
28. Not where costly
29. Footways yes - cycle ways no
30. People would still use cars anyway
31. Yes between Alvechurch and Barnt Green/ Redditch
32. This was supposed to happen in Rowney Green 50 years ago
33. Particularly important if housing/business expansion takes place
34. A cycle way to Redditch would be useful - road is very busy in Bordesley - Footpaths in Alvechurch are in terrible condition - these should be repaired as a priority over new footways
35. Riding a bike between Hopwood and Alvechurch is dangerous due to speeding cars
36. There are sufficient footpaths at present
37. Yes but not always realistic - could easily be done on verges to Hopwood - harder to Barnt Green - Doubt Rowney Green route is heavily used
38. Footways probably come first-is this a volunteer initiative using countryside paths and bridle ways- to consider?

Option 4

We should work to improve traffic management across the Parish

<u>Strongly Agree</u>	<u>Agree</u>	<u>Neither</u>	<u>Disagree</u>	<u>Strongly Disagree</u>	<u>No Opinion</u>	<u>Total</u>
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Option 4: We should work to improve traffic management across the Parish



Further Comments

1. Traffic calming means more damage to cars
2. Speeding is an issue - drivers going too fast
3. Traffic calming measures do not work - need other ideas
4. Infrastructure should be a continuous process
5. Parking on footpaths is an issue especially for wheelchair users
6. 30mph restriction should start at Alvechurch village sign - now new housing has been built and more is planned people are using Alvechurch as a bypass - more traffic calming is needed
7. Important
8. Better placed signage would be a good start
9. Traffic calming in place is sufficient
10. Hopwood have been asking for this for a year
11. Especially around schools
12. Nothing is done about speeding - Network Rail proved there is speeding on all roads in the village
13. Traffic calming aggravates drivers and causes pollution by stop/starting
14. More signage needed to reduce speed - especially near the school
15. Parish needs a better service from County Highways: Communication and Capital investment
16. Things seem to work fine

17. Other than the school - other arrangement seem adequate
18. Triangle in the village centre should be one-way
19. If this means more traffic lights and roundabouts then no
20. No parking outside the school- that's very dangerous at present. Speed down A441 in Hopwood still a danger. Ash lane exit to A441 very dangerous and misused.
21. Enough has been done
22. Parent parking outside the library/school needs urgent remedy
23. What has been done recently is poor and bad judgement used - private sector should advise
24. We have been for years
25. All future housing must have adequate off-street parking
26. Road crossings are very limited and the A441 is a nightmare.
27. This should be done as part of the day to day - I hope it is
28. Not aware of any issues with traffic management
29. Slow cars down - 20 is plenty in villages
30. Speeding through the village is a serious worry - unfortunately as things stand it is just a matter of time until a serious accident - the flashing "30" signs have no apparent improvement at all
31. Hopwood suffers with current high limits on A441 50-40 mph. Ash lane should be 20mph limit.
32. Speed limits already apply but are not enforced. Police do not have resources - so ho
33. No parking/pedestrian zone in village shopping centre area
34. Focus should be on The Square but Swan Street, Birmingham Road, Tanyard Lane Junction causes problems too - may be better as traffic lights with incorporated pedestrian crossing
35. Congestion - daytime parking - Outside school could be a deterrent to potential businesses arriving
36. Road narrowing at village entrances should allow cycling to the sides - parking on pavements is an issue
37. People and cyclists first - car second = healthier, active, reduced pollution - community and environment
38. Definitely need parking bay for precinct ships - main road very dangerous when deliveries being made to co-op

39. More public transport should help
40. We need safer walking routes to school and traffic needs to be slowed down or reduced
41. I feel we are fairly good at the above - however street lighting around the village is in desperate need of updating
42. We need a proper review of essentials after the PC priority's for -A441 Hopwood situation

Further Comments

1. When the meadows are drained it could become a financial asset and a venue for a multitude of activities. Its success will depend on it maintaining a healthy, clear and welcoming environment for its users.
2. Make tourists welcome to the area with discounts - the boat centre creates the people - we should bring them to the village - i.e. booking receipts or foreign passports would confirm their status to receive them.
3. I suggest the village history museum is not reaching its potential in terms of out of area visitors - those people may have an interest in viewing our passed record of events and the church.
4. A Street display map of roads, businesses, pubs and places of interest and public footpaths - I believe if they were sited at the boat yard, station and a safe village site they would become valuable assets which would welcome visitors and ease their search
5. Increasing population means that all the settlements require additional medical facilities now.
6. A village without a bank is unacceptable - we will not attract businesses to Alvechurch due to their essential need of a bank
7. New businesses built along the M42 - by-pass - their traffic and heavy Lorries would use those roads and may leave the village roads free - the county will still achieve financial benefit.
8. This school run parking requires an in depth look with the daily congestions occurring, it could discourage business investment into the village.
9. Could we not prepare an advance register of people with certain skills and experiences that we could offer for consideration to those businesses we wish to attract?

10. This is a positive and proactive action that could impress and influence a client not to search for labour elsewhere.

PNP Chairman,

I have great admiration for those conducting this survey, but I find the confused, ambiguous rulings from Central Government, combined with the cavalier interpretation given to these rulings when they reach District or County, coupled with a willingness on the part of individuals to ignore rules and community objections, all combine to destroy local input to these initiatives.

Good Luck, Peter McHugh.

Chairman's report,

This questionnaire/survey was delivered to every household in Alvechurch parish through inclusion with the Village magazine: it served 4 purposes;

1. It let every household receiving it within Alvechurch Parish know about the neighbourhood plan and the wish of the Steering Group (SG) to include the whole community in its making.
2. It gave the S G an insight into the community's initial thoughts, and
3. Even though the return equates to about a 10 % response, the makeup of households means it was brought to the attention of a much larger percentage of Alvechurch Parish's population and has helped form a base from which to structure future presentations, provide further information and has highlighted alternatives to now work with, through analysis.
4. It will now lead to future planning; making policies in a draft plan that address topics such as; housing, facilities, amenities, infrastructure, business, recreation etc., etc. All are needed, not only to maintain our rural area but to pave a way for future improvements that will make ours a more sustainable Parish.

Adrian Smith, April 2014.