

1. Introduction

1.1. Foreword

South Wonston Parish Council is pleased to receive the Report of the South Wonston Village Plan Steering Group as a useful tool in planning for the needs and desires of the South Wonston community. The Council is grateful for the support, not only of the local City Councillors and the County Councillor, but also of the scores of residents who gave their time during the course of compiling the Report.

David Selby, Chairman, South Wonston Parish Council

1.2. Purpose

The purpose of the village plan is to ascertain what issues are important to the residents of South Wonston and to plan how to improve our lives over the next few years.

There is a need for a long term view of the development needs of the village, to influence future actions of local authorities (Winchester City Council, Hampshire County Council and South Wonston Parish Council) and other service providers to ensure that they are aware of the needs and wishes of the residents.

An additional aim is to find out how to improve the community spirit and allow residents to be more involved in the village.

A village design statement, is being developed on the basis of residents' responses and will be a key document for development and planning in the future.

1.3. Process

South Wonston Parish Council held a meeting with invited representatives from village clubs and organisations to determine whether there was interest in producing a Village Plan. Out of that was formed a Village Plan Steering Group which held several public meetings to assess what issues should be covered by the Plan. The Group then spent quite a few months writing a comprehensive Questionnaire covering all of the issues. A further public meeting was held to review whether the questions made sense and the draft was revised following the comments made. In parallel with this exercise a separate questionnaire was produced, based on one obtained from Leckhampton, for the young people in the village. All the children at the village primary school answered the questionnaire as part of a computer based exercise. The secondary aged children, however, attending the Henry Beaufort School voluntarily responded to a paper version of the same questionnaire. 189 primary, but only 33 secondary children responded to the questionnaire.

Seventy-five residents volunteered to deliver and collect the questionnaires to/from all households within the village, and this resulted in 674 questionnaires being completed out of 830 delivered (81% response). The responses were then collated by yet more volunteers entering the data on an excel spreadsheet which was processed with the assistance of Hampshire County Council. The written comments were all read by other volunteers who attempted to summarise them. The Steering Group has used the summarised results to draw the conclusions in the Plan. A village design statement is also being produced and this will be published separately.

Finally, the Parish of South Wonston includes the services accommodation at Worthy Down and a decision was made early on not to include the residents of Worthy Down because of the transitory nature of the people who live there. South Wonston however, does have vital contacts with Worthy Down Camp, because several residents work in the Camp, and co-operation with the Camp is very good.

1.4. Acknowledgements

The steering group was made up of the following residents:

Jo Clements	David Cox	David Hughes
Audrey Sawdon	David Selby	Hazel Wright

The group would particularly like to thank all of the data processing team, Ken Milne for organizing the collection and delivery of the questionnaires and the 76 volunteers, and all other people who have assisted by contributing to questions and reviewing the draft documents.

The team would like to thank DEFRA and Community Action Hampshire for grants towards the printing costs.

2. South Wonston Then and Now

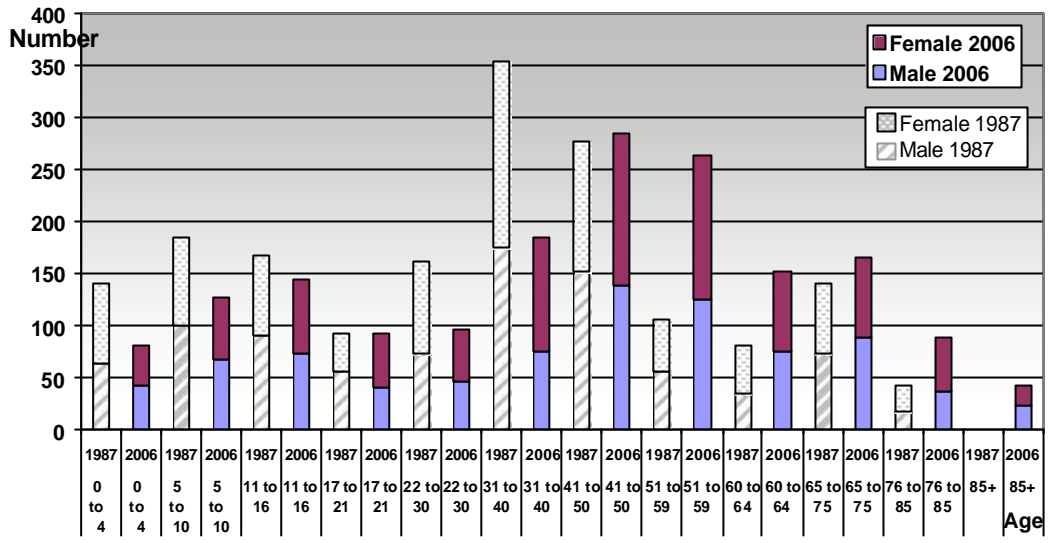
During the summer of 1987 a survey of the Village was carried out by a group under the chairmanship of Richard Griffiths, and a report was produced in January 1989. Some of the questions in this 'Appraisal' were repeated in this survey which was carried out in the autumn of 2006, in order to compare the development of the Village and its people twenty years later. The 1987 survey included a large history section which has only been repeated in the appendices. However during the course of preparing the plan, a Roman coin was found in the garden of David Cox, which adds something to the somewhat scant history of our Village.

Age Ranges of people living in South Wonston in 1987 and 2006

AGE

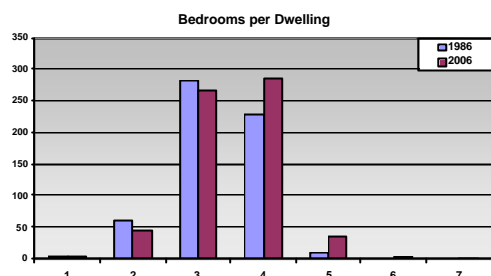
RANGE	1987				2006				
	Male	(%)	Female	(%)	Male	(%)	Female	(%)	
0 – 4	64	7	77	9	42	5	39	4	
5 – 10	100	11	85	10	68	8	59	7	
11 – 16	90	10	78	9	72	9	72	8	
17 – 21	56	6	37	4	48	6	52	6	
22 – 30	72	8	90	10	45	5	50	6	
31 – 40	174	20	180	21	75	9	109	12	
41 – 50	151	17	125	14	138	16	147	16	
51 – 59	56	6	49	6	124	15	139	15	
60 – 64	34	4	47	6	75	9	77	9	
65 – 75	72	9	68	8	89	11	77	9	
76+	16	2	25	3	76 – 85	36	4	53	6
					85+	23	3	18	2
Sample size:	<u>885</u>		<u>861</u>	<u>total 1746</u>	<u>835</u>		<u>892</u>	<u>total 1727</u>	

Number of People by Age



The 1987 survey obtained responses from 592 households, while in 2006 there were responses from 674 households, showing occupancy rates had dropped from 3.0 per house to 2.6.

Bedrooms per dwelling



The number of larger houses appears to have increased since 1987.

Some proportions have remained the same, for instance, 33% of the residents still live in bungalows, while 4% of the population rent their accommodation. The number with septic tanks too has hardly changed – in 1987 there were 42; 2006

showed 45.

In 1987 only 2.5% of the respondents had lived in South Wonston for more than 30 years, whereas in 2006 this had risen to 13.5% of which 3.6% had lived in the village for more than 40 years. This must surely say something about the attachment that many people have to the village once they have come here.

One of the biggest changes since 1987 is the employment pattern. More women are employed and the number of retired folk have almost doubled from 194 in 1987, to 355 in 2006. In 1987 24 people worked within the Village compared with 74 now, though these are mostly working from home. In 2006 250 people out of the total workforce indicated that they worked from home for at least part of the time.

Travel to work.

Distance travelling to work	1987 %		2006 %
Within 5 miles	25		26
6-20 miles	39		41
Over 20 miles	36	21 to 40 miles	17
		Over 40 miles	16

The number of people using the Mobile Library has hardly changed in 19 years moving from 77 to 79.

Summary

This section compares the profile of the Village in 1987 with that nearly twenty years later in 2006. Unsurprisingly the age profile follows the national trend; fewer children, 28% to 20%, and more retired, 11% to 17.5%. The houses are marginally bigger with fewer people living in

each unit, 3 people per property, down to 2.6. The travel to work percentages underlines the commuter nature of the Village, although working from home appears to be on the increase.

3. Highways and Transport

There have been considerable changes in Highways & Transport in the last 20 years.

3.1. Drivers

The number of people old enough to hold driving licences has increased from 1252 in 1987 (72%) to 1375 (79%) but the next generation of licence holders (under 16 year olds) has dropped from 168 to 144 (there are fewer young people in the village now than in 1987, 352 against 494 in 1987)

We have 1254 motor vehicles of all types kept over night in the village which means almost 1 per adult, 91% of adults have access to vehicles.

3.2. Buses

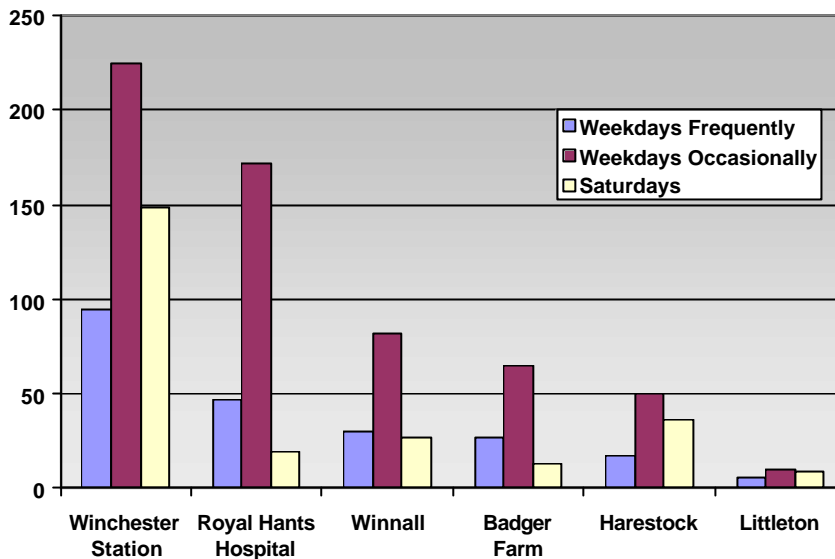
How is this reflected in how we use our Roads and Transport today? In questions 23 & 24 we asked how often does anyone in your household use the public bus service from South Wonston. Only 96 people (15%) regularly use public transport (bus) to Winchester and 6 to Basingstoke. A further 30 people go to Winchester once a week and 3 to Basingstoke. The weekends are only 1/3 of these figures.



Only 4% of respondents have used the bus on Sundays and late night, whilst a further 100 people would be interested in a late night bus on Friday or Saturday night.

In answer to question 26 - which other routes would they like - the response was overwhelmingly Winchester Railway Station and the Royal Hampshire Hospital. These two destinations could be incorporated into the South Wonston bus route, No. 86, by turning from Andover Road up Harestock Road, into Stockbridge Road (past the new Waitrose development), right into Chilbolton Avenue, left down Romsey Road past the hospital, then on to Winchester Railway Station forecourt and on to Winchester Bus Station. Less than 4% of households would use a park and ride scheme daily at Three Maids Hill, whilst 76% said never or rarely. There was a similar amount of disinterest in car sharing or in using a *defined* bus to meet trains to and from Winchester Station.

Likely Use of New Bus Routes



3.3. Travel to work

The distances that people travel to work from the Village has changed little in nearly twenty years. However, while the 17+ population has risen 9% in that time, car ownership has risen 17% which must have its impact on public transport for travel to work.

3.4. Parking

So where do all the vehicles park? Some roads on the newer estates are so narrow that 2 cars cannot pass - definitely no room to park! More cars are parked on the highway at night now than in 1987 (question 18) 30 (5%) then, against 103 now (8.6%) but this figure can be doubled if we include visitors (question 19). The replies to the questionnaire clearly indicated problems with parking in many parts of the village as the response figures clearly show: 28 reported problems in Downs Road; 33 in Downlands; many quoted parking problems at School times; 21 reported problems in Wrights Way/Wrights Close; 4 Westhill Road South and Recreational Ground especially on Match Days; 2 in Paddock Close; 27 in Pine Close; 22 in Waverley Drive; 4 in Anders Road/BormanWay; 6 in Markson Road and Stavedown Road; 5 in Goldfinch Way.



The problems are handled locally with patience and co-operation within the housing areas but are more difficult in the area surrounding the school and shop. Here there is a lack of adequate parking facilities, but also this occurs at the recreation ground, and the village hall. Many of the areas built in the last 25/30 years are now suffering from the lack of proper parking, either adjacent or nearby for visitors. With 91 properties keeping between 3 and 5 vehicles, and 107 vehicles being kept on the highway or grass verges overnight, there is often no room for visitors in some areas. Overall there has been a 16% increase in vehicle ownership in the Village between the two surveys.

It was not surprising therefore to find that of the 208 households expecting to move out of the Village in the next 2 years, 36 quoted worries about increased parking problems and speeding vehicles, while 23 quoted further developments which could bring more problems of parking

and additional traffic movements. There were in addition 7 households who quoted lack of affordable housing or rising costs of properties, as a reason for moving, suggesting possibly a change in Family size.

3.5. Speeding

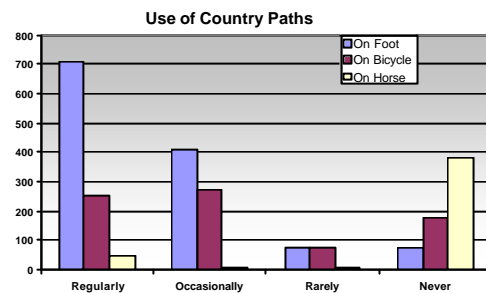
Questions 34 to 37 asked residents their opinions about speeding within the village. A majority (355) think there is a serious problem on Downs Road although a large number (282) did not. The most popular method of reminding drivers of the speed limit was to paint 30mph signs on Downs Road (347), with flashing speed indicators being the second most popular. A large number (403) thought the speed limit should be reduced to 20mph outside the school at school times, although given that the main parking problems in the village are recorded as being on Downs Road at school times presumably it is often not possible to even reach 20mph at school times!

3.6. Country paths

A large number of residents use the Country Paths around the Village, 708 saying they regularly walk along them.

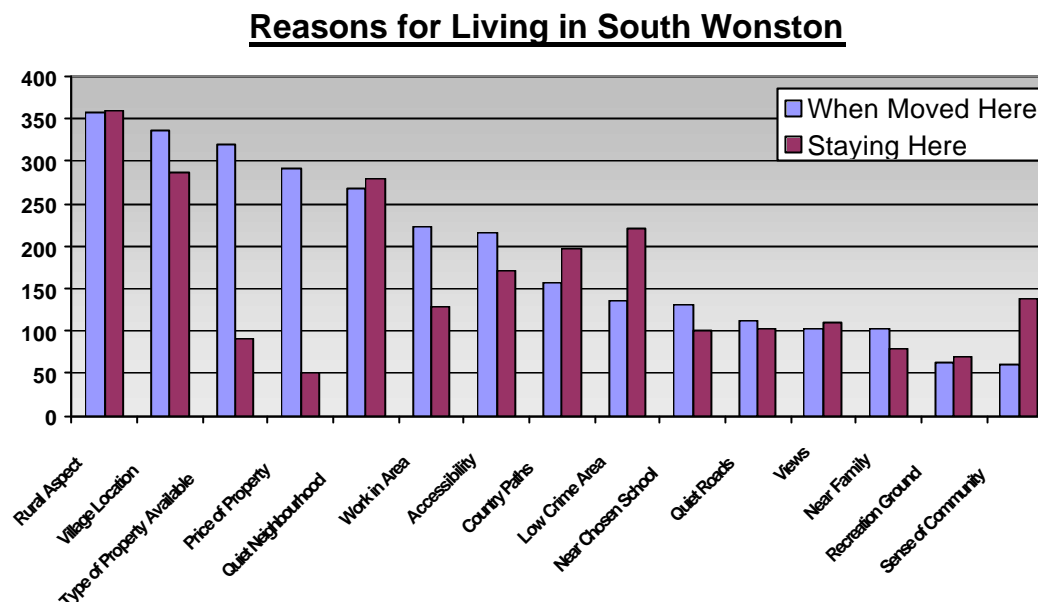
The paths form an important part of the rural feel of the Village and should be kept safe for residents to use as pedestrians, cyclists and horse riders. There were also 254 cyclists who regularly use these paths and 250 would use a cycle path to Winchester or Sutton Scotney should there be one available.

In response to the question about maintenance of these paths and bridleways, 147 of the replies complained not of poor maintenance but damage caused by inconsiderate use by motorcyclists and 4x4 vehicles.



4. Living in South Wonston

The location and rural aspect are very important to residents and are the main reason for living in South Wonston – the graph below summarises the responses to Question 13 which asked why the household moved here and why they stay here.



4.1. Housing needs

In answer to Question 14 (whether anyone in the household would like a separate home in the village), 85 households would like a separate property in South Wonston, of whom 27(32%) would like to rent.

4.2. Moving house

In answer to Question 15 (Moving Home within the village in the next 2 years); of the 119 hoping to move within South Wonston within the next 2 years, only 16 (13%) would like a flat.

In answer to Question 16 (reasons to leave South Wonston); of the 208 who expect to leave the village in the next 2 years 65 (31%) stated that worries range from ‘too much development’ to not enough affordable housing. There is a growing

awareness that more housing – especially replacing single bungalow plots with multiple housing – will increase the traffic problem both within the village and entry/exit areas. The uncertainty over Worthy Down Camp is also a cause for concern.

The problems arising from more development leading to more parking on the highway is quite significant. This is exacerbated by inconsiderate parking.

In answer to Question 20 (problems due to parking on the road), there were 153 instances of poor parking identified, also a lack of parking facilities and certainly lack of consideration taken in parking

The village suffers from a lack of parking areas either on individual properties or in the immediate area, as shown in the Transport section of this Plan.