

Neighbourhood Plan Survey Report

Potton

July 2017

Completed by Bedfordshire Rural Communities Charity



This report is the property of Potton Parish Council.

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1. Introduction

1.1 About this survey

The town of Potton is preparing a Neighbourhood Plan laying out its own local planning policies, which will come into force provided that the Plan passes an independent examination and is approved at a local referendum.

The Potton Neighbourhood Plan steering group carried out a survey to identify the views of the local community. A survey form (**Appendix A**) was delivered to all households in the parish. Each resident was invited to complete the survey, with additional paper copies being made available to collect from the library or Town Councils offices. The questionnaire was also made available to complete online via Survey Monkey. Residents were asked to return their completed surveys directly to BRCC (Bedfordshire Rural Communities Charity) using the Freepost envelope provided.

A total of 727 responses were received for analysis, out of 2300 distributed, providing a return rate of 32%. This is a high response rate, with the average response rate for the type of questionnaire generally being between 20 and 25%.

2. About Potton

2.1 Population and demographics

In 2011 in the parish of Potton there were 2,080 households containing 4,870 residents¹. Compared to 2001, this represents an increase of around 11% in terms of households (from 1,869) and an increase of 9% in terms of residents (from 4,473).

The age profile in 2011 (compared to 2001, and then Central Bedfordshire as a whole in 2011) is shown below.

Age	% Potton 2011	% Potton 2001	% Central Beds 2011
0 – 15	18.7	20.4	19.6
16 – 24	8.9	9.5	10.0
25 – 44	27.2	32.2	26.8
45 – 64	29.4	24.7	27.9
65 – 74	8.5	7.6	8.6
75 – 84	5.4	4.5	5.2
85+	2.0	1.1	1.8

There has been a clear ageing on average of the Potton population over 10 years between 2001 and 2011. The proportion of those aged 45+ has risen from just under 38% to 45.3%. The age profile is now slightly older than that of Central Bedfordshire as a whole.

2.2 Household Composition

	% Potton	% Central Beds
1 person – pensioner	11.8	11.2
1 person – other	16.3	14.7
Couple – no children	23.1	20.5
Couple + dependent children	22.8	23.1
Couple + non dependent children	6.6	7.3
Lone parent + dependent children	4.7	6.5
Lone parent + non-dependent child(ren)	2.8	3.1
All aged 65 and over	8.0	8.7
Other	3.9	4.9

There are slightly higher levels of pensioner and 1 person households in Potton than Central Bedfordshire as a whole.

¹ 2011 census data – other data also from this source unless otherwise specified

2.3 Housing Tenure

	% Potton	% Central Beds
Owned outright	31.6	31.6
Owned with mortgage/loan	40.6	40.9
Shared ownership	0.9	0.8
Social rented	12.2	13.4
Private rented	13.5	12.1
Living rent free	1.2	1.1

Potton's housing tenure figures are very similar to those averages seen across Central Bedfordshire as a whole.

2.4 Dwelling Types

	% Potton	% Central Beds
Detached house	30.4	28.2
Semi-detached house	36.6	33.8
Terraced house	20.9	25.3
Flat	11.2	11.7
Caravan/other temp. accommodation	0.9	1.0

There slightly higher levels of detached and semi-detached properties with correspondingly fewer terraced homes and flats in Potton compared to Central Bedfordshire's averages.

2.5 Housing in poor condition

	% Potton	% Central Beds
Overcrowded households	3.8	4.6
Households without central heating	2.4	1.7
Households in fuel poverty (2011)	8.5	9.2

Overcrowding counts as a housing need for households applying to join the Central Bedfordshire Housing Register. In 2011 the proportion of households in Potton classified as overcrowded was lower than the Central Bedfordshire average.

Where central heating is not present, fuel poverty is statistically significantly more likely. The level of households in Potton without central heating is slightly over the Central Bedfordshire average, however the level of fuel poverty is slightly lower than the Central Bedfordshire average.

2.6 People on low incomes

5.7% of people in Potton are classified as "experiencing income deprivation", under the Central Bedfordshire average of 8%. 7.5% of working age people were claiming DWP benefits in August 2012, below the Central Bedfordshire average of 9.5%; and 18.9% of people over 65 were claiming pension credit, slightly over the Central Bedfordshire average of 17.7%.

2.7 Health and disability

Limiting illnesses and disabilities can affect the type of housing that people need in order to remain independent.

13.2% of those aged 65 and over in Potton are claiming Attendance Allowance (a non-means-tested benefit for severely disabled people aged 65 or over who need help with personal care), just slightly under the Central Bedfordshire average of 13.9%. The proportion of the population claiming Disability Living Allowance is 2.5%, slightly under the Central Bedfordshire average of 3.4%.

13.3% of people have a limiting long-term illness, which is lower than the Central Bedfordshire average of 14.4%.

2.8 The Economy and employment

Employment levels are usually higher in rural areas when compared to urban areas, with a gradual shift in many areas toward increased levels of commuting.

There are 2,789 economically active residents in Potton, this accounts for 77.4% of people aged between 16-74 years, this is slightly higher than the UK average of 69.9%. Of those 2,789 residents, 483 are self-employed and 195 work from home.

People in rural areas rely more on private transport and, in general, spend more on transportation than their urban counterparts. Overall, the residents in rural areas travel nearly twice as far by car each year compared to urban counterparts.

Within Potton there are 225 households who do not have access to a car, the majority of households (89.2%), have access to 1 or more car(s) within the household.

3. The Neighbourhood Plan questionnaire results

One copy of the neighbourhood plan questionnaire was delivered to each household in the neighbourhood area. Respondents were asked to complete their questionnaire on behalf of their household. Additional paper copies of the questionnaire were available for collection from the town library or town council offices should individuals within a household wish to submit an individual response. The questionnaire was also available to respondents to complete online. A freepost envelope was provided with all questionnaires for returns and collection boxes were also placed in the Post Office and Camerons Newsagents.

Section 1 - Housing

Qu 1 – Current housing situation of respondents

Respondents were asked what types of housing they were currently living in.

Housing type	% of respondents
Privately owned	85
Shared ownership	2
Affordable rental through a housing association	3
Private rental	8
Bungalow	5
Flat / Studio Apartment	3
House	53
Warden assisted retirement housing	1
Eco friendly housing	2
1-2 bedrooms	18
3 bedrooms	39
4+ bedrooms	35

Qu 2

Respondents were asked if there was anyone in their households who may want or need to move out of their current property in the future.

	% of respondents
Yes. A member of the household currently want or needs to move out	11
No. But a member of the household may want or need to move out before 2035.	55
No. It is unlikely that any member of the household will want or need to move out before 2035.	33

11% (77 individuals) currently have a need for alternative housing. 55% of respondents (380 individuals) felt that someone within their household may have a need for different housing during the lifetime of the Neighbourhood Plan.

Qu 3

Respondents were asked about the types of housing they may have a need for in the future.

Housing type	% of respondents
Privately owned	73
Shared ownership	8
Affordable rental through a housing association	8
Private rental	11
Bungalow	34
Flat / Studio Apartment	16
House	29
Warden assisted retirement housing	22
Eco friendly housing	16
1-2 bedrooms	42
3 bedrooms	28
4+ bedrooms	14

When compared against respondents current housing types there is a clear increase in the potential future demand for Bungalows, Flats / Studio apartments and Warden assisted retirement housing. There is also a potential increase in the demand for smaller 1-2 bed homes.

Qu 4

Respondents were asked if they felt their current home could be adapted to meet their future housing needs. 57% of respondents felt that this was an option with the remaining 43% feeling that this would not be possible.

Qu 5 - Amount of development

Respondents were asked how many additional houses they felt would be an acceptable number in Potton up to 2035.

Number of homes	% of respondents
None	10
Up to 50	8
51 to 100	17
101 to 250	39
251 to 500	21
501 to 1000	3
Unlimited	1

The highest proportion of respondents, 39% (269 residents), felt that between 101 and 250 homes would be most suitable.

Qu 6 – Timescale of development

Respondents were asked how quickly they felt any new homes should be built in Potton, over the lifespan of the Neighbourhood Plan period.

Timescale	% of respondents
As quickly as possible	6
Even rate of build throughout the plan	67
Delayed as long as possible to the end of the plan	18
No strong opinion	9

There was a clear preference for any new development to be built at an even rate throughout the lifespan of the Neighbourhood Plan period.

Qu 7 / Qu 8 – Housing Register

Respondents were asked if there were any member of their household who were currently on the Central Bedfordshire Council Housing register. There were 11 respondents who completed the questionnaire who were currently on the housing register awaiting allocation for affordable housing. The biggest proportion of these respondents (6 individuals) had been on the register for under 1 year.

Qu 9 – Types of housing developments

Respondents were asked which type of development they felt would be most appropriate for Potton.

Type of development	% of respondents
Single dwellings	17
Small groups of less than 10 houses	60
Carefully designed larger groups of 11-100 houses	28
Conversion of redundant buildings	47
Large site expansion on the edge of the town	3
Infilling (houses built in between existing houses)	29

There was a clear preference for new developments to be focused around smaller groups of less than 10 houses. There was also a fairly high level of support for conversion of redundant buildings.

Qu 10

Respondents were asked if they had a preference between new homes being situated on greenfield or brownfield sites. 97% of respondents to the questionnaire were in favour of building on existing brownfield sites within the town. The reasons given by respondents for this included: Protect the greenbelt, preserve existing green and open spaces, minimise environmental impacts, retain character of the town and limit the

outwards expansion of the town.

Only 26% of respondents were in favour of building on greenfield sites. Reasons given for this included: A strong desire to see the greenbelt protected, a need to consider the environmental impacts of any development and any development should be sensitively designed and located. There was some recognition amongst respondents that some building on the greenbelt may be inevitable due to lack of brownfield sites and future housing demands.

Qu 11 – Potential development sites

Respondents were provided with a map of potential development sites within the town (**Appendix B**) and asked their views on these sites with regard to the location of future housing development.

	No Objection - % of respondents	OK if necessary - % of respondents	Preferably not - % of respondents	Strongly Object - % of respondents
'E' Land to the west of Biggleswade Road. 85 houses Application submitted.	10	20	24	46
'F' Land surrounding cemetery	7	17	25	51
'G' Land to the North of Sandy road. 186 houses. Application submitted	7	11	20	62
'H' Land to the North of Old Bedford Road	7	19	24	50
'I' Land to the South of Everton Road	9	22	27	41
'J' Jays Farm. 90 houses	8	18	26	47
'K' Land to the North of Myers Road. 53 houses	9	22	26	43
'L' Land next to Henry Smith Playing Fields. 27 houses.	8	20	22	50
'M' Land to the North of Bury Hill.	8	13	21	58
'N' Land between Bury Hill and Pegnut Wood.	9	16	21	54

When looking at each of the potential sites, the highest majority of respondents

'strongly objected' to each site. The sites which received the highest number of responses indicating either 'No objection' or 'OK if necessary' were sites I, K and E which received a combined total of 31% of responses per site (Sites I and K) and 30% (Site E).

Qu 12 – Types of new homes

Respondents were asked if new homes had to be built, which type would be most suitable for Potton.

	Strongly agree - % of respondents	Agree - % of respondents	Disagree - % of respondents	Strongly disagree - % of respondents	Not sure / don't know - % of respondents
Affordable housing – Shared ownership	27	48	9	8	9
Affordable housing – rental through a Housing association	24	42	12	13	9
Lifetime Homes	32	49	5	2	11
Retirement / Sheltered homes	29	55	6	2	7
Bungalows	27	49	12	4	8
Smaller houses (1/2 bed)	27	58	8	3	3
Standard houses (3 bed)	23	62	7	4	4
Larger houses (4+ beds)	6	37	27	22	9
Flats / Apartments/ Maisonettes	14	40	19	16	11

The highest levels of support when combining respondents who both 'strongly agree' and 'Agree' were for Smaller houses (85%), Standard houses (85%), Retirement / sheltered homes (84%), Lifetimes homes (81%) and Shared ownership properties (75%). The property type which received the largest proportion of respondents who either 'Disagree' or 'Strongly Disagree' was larger house (4+ bedrooms) (49%).

Section 2 - Commuting and Employment

Qu 13 – Commuting by train

Respondents were asked if they commute to work by train, which station do they mostly use.

Station	% of respondents
Biggleswade	7
Sandy	13
Other	1
Not applicable	79

Of the 132 respondents that commuted to work by train 81 used Sandy station, 44 mainly used Biggleswade. 2 respondents chose to use Stevenage and Cambridge.

Qu 14 and Qu 15

Respondents were asked if there was a suitable bus service available which was designated to coincide with train departures and arrivals, would they consider travelling by bus to the train station.

A large proportion of respondent, 72% (369 respondents) said that yes they would use such a service with only 28% saying they would not.

Of the 28% of respondents that answered 'no' they were asked the reason for this:-

Reasons for not using the service	% of respondents
Length of Journey	20
Uncertainty of bus punctuality	49
Cost of bus fare	5
Don't like bus as method of transport	25

Qu 16

Respondents were asked if the Neighbourhood Plan should identify potential land for any of the following business uses.

Type of business use	% of respondents
Factory / manufacturing units (light manufacturing or assembly)	34
Light industrial units (storage and distribution only – no manufacturing)	36
Food outlets and restaurants	42
Offices	35
Shops and retail	52
Starter units	37
Tourism Businesses (hotels, camping etc.)	25
Health services (doctors, dentist,	85

pharmacists etc.)	
Fitness	43
Sport	48
None of the above	2
No option / Don't know	5
Other	7

A very high proportion of respondents (85%) wanted to see provision of land for health services (doctors, dentists, pharmacists etc.) through the Neighbourhood Plan. There was also a high level of support for allocating land for shops and retail, and sports and fitness activities.

Qu 17

Respondents were asked if they felt that the neighbourhood plan should identify potential land for a business centre, where residents could access low cost working spaces, meeting rooms and business services.

	% of respondents
Strongly in favour	19
Moderately in favour	47
Moderately against	6
Strongly against	7
No opinion / don't know	20

66% of respondent were either strongly or moderately in favour of providing land for a business centre.

Qu 18 / 19 / 20

21% (144 respondents) either run a business or work from home in Potton.

88 respondents said that if a business centre was provided they would use it.

48 respondents said that their business would benefit from the availability of small business / industrial units.

Section 3 – Transport and Parking

Qu 21

Respondents were asked how often they currently use the local shops Potton town centre.

Frequency	% of respondents
Daily	47
Weekly	46
Less than once per week	7
Never use	0

The shops in the centre of town are very well used, with 93% of respondents using them at least weekly.

Qu 22

Respondents were asked about their preferred mode of transport to access the services in the centre of Pottton. Their current mode of transport was then compared against how they would prefer to travel in the future.

Mode of transport	Mostly use now - Number of respondents	Prefer to use in future - Number of respondents
Bicycle	61	53
Bus	18	22
Car	340	82
Motorcycle	9	4
Mobility vehicle / wheelchair	10	17
Walking	551	215
Other	0	0

This question has limited reliability in terms of the data produced due to large number of respondents selecting more than one option for their current mode of transport but choose not to answer what their preferred future method of transport would be, the assumption could be made that they would prefer to continue using their current mode of transport.

The overall trends in the number of people currently using each mode of transport show the highest number of people choosing to walk into the centre of town, this is followed by people choosing to drive. These trends remain the same for people future preferred method of transport.

Qu 23

Respondents were asked if parking became meter controlled around the Market Square, would they still use their car to access the town centre. 79% of respondents said that they would no longer use their car to access the town centre.

Qu 24

Respondents were asked about the location they most frequently travel to, to do their 'weekly' shopping.

Location	% of respondents
Pottton	16
Biggleswade	53
Sandy	18
Bedford	1
Other	12

Biggleswade proved to be the most popular location to travel to for food shopping. Of the 12% of respondents who selected 'other', the majority of these specified St Neots

as their preferred location for their shopping, with another large proportion choosing to do their food shop online.

Qu 25

Respondents were asked what the main influences were when selecting where they do their shopping.

Reason	% of respondents
Travelling distance	24
Travelling time	6
Price	18
Convenience	20
Choice of goods available	23
Support local businesses	5
Other	4

The main reasons were fairly evenly divided between traveling distance, convenience and choice of goods available. Availability of car parking was stated as a factor by a large proportion of those who selected 'other'.

Qu 26

Respondents were asked if they were happy with the bus services in Potton.

	Yes - % of respondents	No - % of respondents	Do not use - % of respondents
Frequency of buses to Biggleswade	12	19	69
Frequency of buses to Sandy	9	21	70
Frequency of buses to St Neots	2	17	81
Frequency of buses to Gamlingay	3	12	85
Frequency of buses to Bedford	4	21	75
Bus links to either Biggleswade or Sandy railway station	5	26	69

The majority of respondent did not use any of the bus services detailed above. Of those respondents who do use the buses services the largest proportion were not happy with the services provided in the town. The largest number of people were unsatisfied with the bus links to either Biggleswade of Sandy railway stations.

Qu 27

355 respondents gave reasons why they were not happy with the bus services that were provided in the town. These have been included in full as **Appendix C**. The

main reasons given included, infrequency of the services, the bus times do not coincide with train times, there is no direct bus service to Bedford, there is limited or no evening service and the existing scheduled buses can be unreliable.

Qu 28

Respondents were asked about the frequency of their bus usage and how often they used the bus to travel to the following locations. All figure shown below show the % of respondents.

	Daily(%)	A few times a week (%)	A few times a month (%)	Hardly ever (%)	Never (%)
Biggleswade	1	5	8	16	69
Sandy	1	2	7	19	72
St Neots	0.2	1	3	8	89
Gamlingay	0.2	0.3	1	8	92
Bedford	1	1	6	11	82
Biggleswade or Sandy railway station	0.5	1	8	17	74

The current bus usage was very low amongst respondents. The vast majority of respondents stated that they never used the available bus service to the locations specified. Biggleswade was the most frequently used service and only 6% of respondents used this service either daily or a few times a week.

Qu 29

Respondents were asked if the bus services were to be improved, would they then use the bus service to any of the following locations.

	Daily(%)	A few times a week (%)	A few times a month (%)	Hardly ever (%)	Never (%)
Biggleswade	2	11	24	26	36
Sandy	2	8	22	28	41
St Neots	0.5	4	17	25	54
Gamlingay	1	1	8	26	64
Bedford	2	5	22	25	46
Biggleswade or Sandy railway station	3	7	27	32	31

Overall there has been quite a large increase in the number of respondent that said they would use the bus service more frequently if the service was improved. 13% of respondents said that they would travel to Biggleswade at least a few times a week, this is compared with the current usage by 6% of respondents. There was a

noticeably large increase in the number of people that said they would use the bus service a few times a month if the service could be improved. Figures increased from 8% for respondents currently using the bus service to travel to Biggleswade a couple of times a month to 24% saying they would do so if this service could be improved. This also increased from 7% to 22% for Sandy, 3% to 17% for St Neots, 1% to 8% for Gamlingay, 6% to 22% for Bedford and 8% to 27% for Biggleswade or Sandy railway station.

Qu 30

Respondents were asked which elements they felt would most improve access to facilities within the Neighbourhood Plan area.

Improvement that could be made	% of respondents
Pedestrian only walkways within the existing settlement envelope to make it safer and easier to get around Potton on foot	60
Car free cycle ways within the existing settlement envelope to make it safer and easier to get around Potton by bike	53
Location of bicycle racks in key areas of the town to encourage bicycle use	51
Require all new housing developments of 20 houses or larger to provide traffic free walkways and cycle ways with access to the town facilities	61
Public footpaths within the existing settlement envelope to be of a minimum width of 1.0m and kept in good repair	79
Provide pedestrian and cycle crossings at key points on roads within the settlement envelope	57
Better bridleways to make it safer and easier to get around the Neighbourhood plan area by bike or horse	53

All suggestions received a high level of support from respondents. Public footpaths within the existing settlement envelope to be a minimum width of 1.0m and kept in good repair received the highest level of support from 79% of respondents.

Qu 31

Respondents were asked which measures they would support to address parking problems in Potton.

Measures	Strongly in favour –No. of respondents	In favour – No. of respondents	Against –No. of respondents	Strongly against –No. of respondents
Stricter enforcement of current parking restrictions	187	182	129	62
Expansion of current car parks	265	258	59	29
Introduction of parking permits in identified problem areas	103	183	139	96
More restricted parking on key roads	192	213	102	53
An additional car park within the Town	66	100	33	11

The highest number of responses from those both 'strongly in favour' and 'in favour' were for the expansion of current car parks. There was also a high level of support for more restrictions on parking in key roads.

Respondents were also asked, if in favour of an additional car park within the town, to provide suggestions as to where this would be most suitably located. All suggestions have been included in **Appendix D**. The most popular suggestions included, The Henry Smith site, next to Tesco, Brook End and Site L (identified in **Appendix A**) which is the land next to Henry Smith playing fields.

Qu 32

Respondents were asked what they felt should be the minimum number of off street parking spaces provided with each new dwelling built in the town.

Number of spaces	% of respondents
None	1
1 Space	12
2 Spaces	64
3 Spaces	8
Spaces same as number of bedrooms	15

The majority of respondents felt that a minimum of 2 off street car parking spaces per new dwelling would be most appropriate.

Section 4 – Facilities

Qu 33

Respondents were asked if they felt that the following leisure facilities were important to the community.

Community Facility	Strongly Agree – No. of Respondents	Agree – No. of respondents	Disagree – No. of respondents	Strongly Disagree – No. of respondents
Football pitches	320	319	20	9
Cricket pitch	290	320	34	6
Tennis courts	242	342	49	5
Bowls club	252	337	32	4
Other sports club	81	67	13	3
Henry Smith / Mill Lane Playing Fields	456	184	8	2
Henry Smith / Mill Lane playgrounds	466	191	6	2
Small local play areas	322	260	27	5
Henry Smith skate park	304	290	33	14
Henry Smith outdoor gym equipment	257	291	66	12
Allotments	356	288	16	3
Library	461	213	8	3
Local shops	545	145	1	2
Local Pubs	479	179	5	5
Local Churches	362	264	25	12
Community rentable spaces / halls	383	250	12	4

Facilities which received a very high level of support from respondents who 'strongly agreed' that the facilities were important to the community included local shops, local pubs, Henry Smith /Mill Lane playgrounds and the library.

Respondents were asked to specify which 'other' sports club they would like to see. 139 comments were received and these have been included in **Appendix E**.

Qu 34

Respondents were asked if they would find any of the following facilities useful if they could be made available in the town.

Type of facility	Yes - % of respondents	No - % of respondents	Don't know- % of respondents
Internet Café	29	48	23
Purpose built youth café	61	18	20
Community centre like Eco Hub Gamlingay	71	13	15

There was significant support for a purpose built youth care and also for a community centre. 67 comments were received as additional suggestions for other types of community facilities. These have been included as **Appendix F**. The main suggestions included, 'Hall for All' and more independent Cafes.

Qu 35

Respondents were asked what they would like to see any developers contributions that are made to the town as a result of further development used for.

Type of facility	Strongly Agree - No. of respondents	Agree - No. of respondents	Disagree - No. of respondents	Strongly Disagree - No. of respondents
Development of a Potton 'Green Wheel'	264	277	56	13
Potton to Sandy Cycle Way	305	243	43	17
Replacement of the skate park in Henry Smith Playing field	136	256	141	32
Renovation or relocation of Multi Use Games Area (MUGA) in The Hollow	131	296	109	17
Pre School facilities	169	304	85	13
Improvement of football pitches at Mill Lane Recreation ground	116	282	126	29
Potton 'Hall for All' project	280	224	53	52

A cycle way from Potton to Sandy received the high number of respondents who

'strongly agreed'. It also received the highest number of responses when you looked at respondents who both 'strongly agreed' and 'Agreed'. There was also a very high level of support for the development of a Potton 'green wheel' and also the Potton 'Hall for All' project.

78 additional suggestions were received for alternative additional facilities. These have been included as **Appendix G**. The main additional suggestions received included improvement to the health services and doctors surgery within the town and also the local schools.

Section 5 – The Natural Environment

Qu 36

Respondents were asked if they felt that any of the following services in Potton needed improving in order to meet the future needs of the town.

Services	Yes - % of respondents	No - % of respondents
Surface water drainage	79	21
Sewerage system	76	24
Electricity	56	44
Gas	50	50
Broadband	82	18
Mobile Telephone Network	75	25
Recycling / Rubbish collection	68	32

Respondents particularly felt that improvements were needed to the surface water drainage, sewerage system, broadband and mobile telephone network.

Qu 37

Respondents were asked which aspects of the local natural environment were important to them.

Aspect of the natural environment	Important - % of respondents	Not important - % of respondents
The local countryside surrounding Potton should be protected for future generations	98	2
Preserving the rural feel of Potton	97	3
Protecting the countryside and or green spaces between existing settlements	97	3
Wildlife conservation in and around Potton	96	4
The green spaces in and around Potton	98	2

Having easy access to the countryside surrounding Potton via footpaths and cycle ways	95	5
Being kept up to date about the environment around Potton	82	18
The formal gardens, parks and open spaces within the town should encourage, protect and support wildlife	92	8
Protecting wildlife and the environment must be considered in any future development in and around Potton	96	4
Air and Water quality	97	3

All of these elements have shown to be of significantly high importance to respondents, with all elements gaining a very high response rate in support.

Qu 38 – Alternative energy

Respondents were asked if they would support the usage of any of the following types of alternative energy in the town.

Type of energy	Agree - % of respondents	Disagree - % of respondents
Wind power	63	37
Solar power	86	14

Section 6 – Environment

Qu 39

Respondents were asked if any of the following were a concern to them, if Potton was to receive future housing development.

Areas of Concern	% of respondents
A weaker sense of community	70
Expansion targeted only at people on high income (too many large expensive houses)	63
Increase in crime and anti-social behaviour	63
Increase traffic	94
Insufficient sports and leisure facilities	47
Lack of adequate parking	84
Lack of school / childcare places	66
Overloaded sewerage and drainage systems	72

Oversubscribed medical care facilities	95
Undermine local businesses (Potton becoming a 'dormitory' Town)	59
Unsafe cycle and pedestrian	59
Other	11

The highest level of concern amongst respondents was regarding increase in traffic, oversubscribed medical care facilities and lack of adequate parking. 76 additional comments were received regarding 'other' concerns. These have been included in **Appendix H**.

Section 7 - Demographics

This section of the questionnaire asked some general demographic questions to the respondents. This will enable the Neighbourhood Plan steering group to look at who makes up the Potton community and ensure that the questionnaire is representative of the community at a whole. Future consultation can then be tailored to ensure a representative sample of the communities views are included in the Neighbourhood Plan.

Qu 40 – Gender

Gender	% of respondents
Male	47
Female	53

Qu 41 – Age Range

Age Range	% of respondents
Under 16	1
17 – 24	2
25 – 40	13
41 - 64	45
65 and over	39

Qu 42 – Postcode

569 respondents gave their postcode. These have all been grouped into order and can be viewed in **Appendix I**.

Qu 43

254 respondents provided an email address so that they can be kept informed and up to date with the progress of the Neighbourhood Plan. All of these respondents will be contacted with updates by the Neighbourhood Plan steering group as the project progresses.

Qu 44 – Number of adults in the household

Number of adults	Number of Households
1	157
2	443
3	69
4	19
5	3
6 or more	2

Qu 45 – Number of school age children in the household

Number of school age children	Number of households
1	57
2	57
3	11
4 or more	0

Qu 46 – Number of infants under school age in the household

Number of infants under school age	Number of households
1	33
2	5
3	0
4 or more	0

Qu 47 – Number of cars in the households

Number of cars	Number of households
1	268
2	306
3	68
4	18
5 or more	1

Qu 48 – Place of work

Place of work	Number of respondents
Don't work	269
Work from home	89
Potton	43
Sandy	29
Biggleswade	32
Stevenage	14
Bedford	16
A1 Corridor	46
M1 Corridor	8
Other	136

Qu 49 – How do you commute to work

Method of transport	Number of respondents
Don't commute	61
Walk	36
Bicycle	10
Own car	260
Shared car	10
Train	24
Bus	5
Other	15

Any other comments

Respondents were asked if they had any other comments that they would like to make in relation to the neighbourhood plan. These have all been included in

Appendix J. The main themes of comments included:-

- Support for the Potton 'Hall for All' project
- Concern over proposed levels of future development
- Pressure being put on health services within the town
- Increased traffic, particularly lorries, traveling through the town
- A desire to see the character of the town maintained
- A need to ensure that new homes built are affordable and meet local needs
- Concerns about the pressure new developments will put on existing infrastructure

Section 8 - Next Steps

The full results of the Neighbourhood Plan survey, along with previous consultations and ongoing work, will be used by the Neighbourhood Plan steering group to form the policies in the Potton Neighbourhood Plan. There will be further opportunities for residents on comment on the draft plan before it is complete.