

CHAPTER 2: Village Survey

Demographic characteristics of the respondents

There was a good response rate to the survey with an overall return rate of 48.4%. The response rates between the individual villages varied with Mosterton having the highest return rate at 54% and Thorncombe having the lowest return rate of 41%. This still exceeds the expected return rate of postal questionnaires, which is approximately 30%. Of the 1042 questionnaires returned, only six were omitted from the results. Four of these had been sent to holiday homes, and two were returned opened, but not completed.

The questionnaires were designed to collect information about all the permanent residents of a household. The results showed that there were a slightly higher proportion of females (53%) in the study, but this reflects the overall population of West Dorset of which 52% is female⁷.

Over 94% of the respondent households were British, with African, Chinese, Irish, other Asian, other Ethnic and other White representing less than 2%. This is in line with the overall population for West Dorset as a whole, where 96% of the population is estimated to be white⁸. 4% of respondents chose not to answer the question, with some individuals refusing to answer as they saw the question as racist. The question had in fact been included to avoid racial discrimination in line with the council's equality guidelines.

Of the respondents that returned the questionnaire, 20% (205 households) considered that they, or a member of their household had a long term illness, disability or infirmity. The most frequent disabilities listed were physical and mobility impairment and often where physical impairment was listed, the mobility tick box was also checked. This was taken into account when interpreting some of the transport modes listed, as physical and mobility impairments may be the reason for short distance trips taking place by motor vehicle as opposed to by foot.

Comparison of the age range of the surveyed householders against census data shows that they share a similar age distribution, although the 20-39 population is under represented and the 60 plus age group is over represented in this study. This is shown graphically in Figure 15. Statistical analyses show that for some of the villages the population age distribution is significantly different to that shown in the 2001 census (Table 4). The F-test is a statistical test that calculates how similar two populations are on a scale of zero to one, with a score closer to one indicating that the two populations are alike. Some of the villages scored highly in this test, with Stoke Abbott achieving a score of 0.92, which shows that the population age distribution recorded through the survey is closely matched to that of the census. However Thorncombe achieved a low score of 0.37, which shows that the population age distribution recorded through the survey is very different from that recorded in the census. This may be due to development taking place in the village since the last census was carried out. Closer inspection of the study for Thorncombe shows that the population aged 40 and over has been over-represented in this survey.

⁷ Office for National Statistics (2005) *Mid-year population estimates 2005*

⁸ Office for National Statistics (2001) *Census Key Statistics*

Figure 15: Comparison of the age distribution of households in the survey and census results (Source data: Office for National Statistics, 2001)

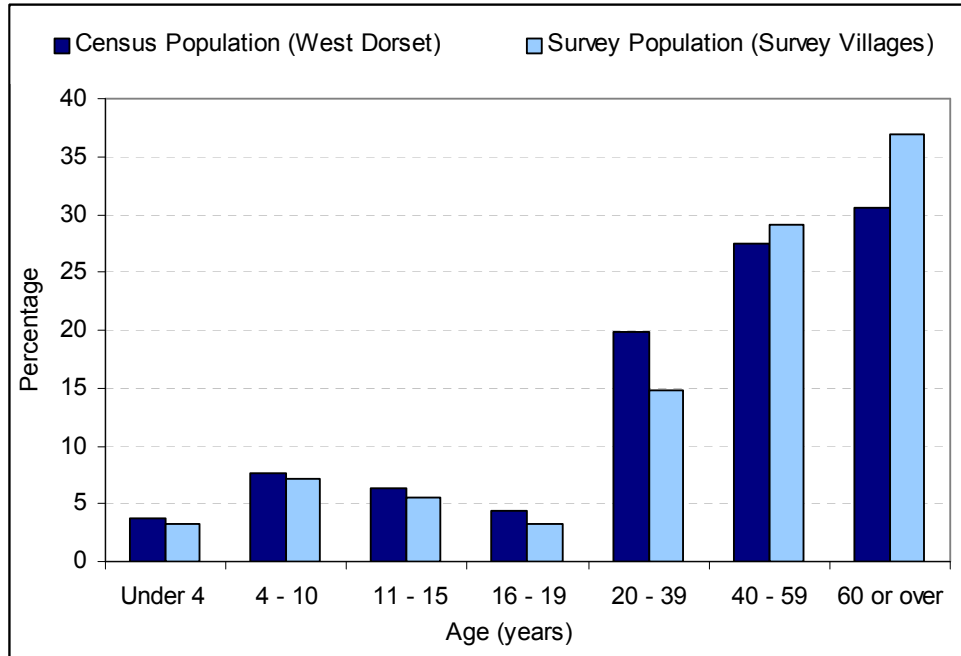


Table 4: F-test scores for the survey villages

Village	F-test result
Alton Pancras	0.70
Charlton Down	0.75
Chetnole	0.81
Crossways	0.63
Litton Cheney	0.77
Mosterton	0.6
Puddletown	0.75
Stoke Abbott	0.92
Thorncombe	0.37
Whitchurch Canonicorum	0.83
All villages*	0.70

* Compare against census age distribution data for the whole of West Dorset

Note about the results of the village surveys:

Actual figures can be found in Appendix 4. For shopping destinations some people specified more than one location, therefore percentages for these are a proportion of the total number of settlements listed, not the total number of respondents.

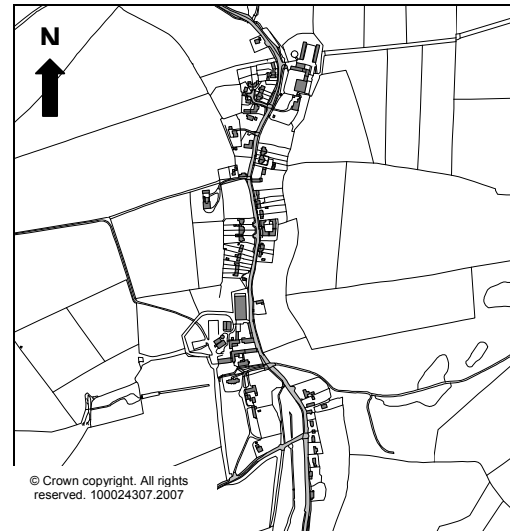
Distances are by road, not as the crow flies. Where the respondent specified more than one location these have been averaged.

Alton Pancras (Population:150⁹, Households 68¹⁰)

Background to the village

Alton Pancras is located in the east of the district (Figure 1). Its nearest town is Dorchester, 14.9km away, and its nearest villages are Buckland Newton to the north and Piddletrenthide to the south. It is a small village with a population of 150¹¹. A survey of village facilities in spring 2006 revealed that there were no shops or related facilities. The village does contain a community building in the form of a church. Schools, shops and a pub are available in the adjacent villages of Buckland Newton and Piddletrenthide. More detailed background information about the village is shown in Appendix 3.

Figure 2: Map of Alton Pancras



Reasons for moving to the village

Alton Pancras contains a large number of long-term residents. Over a third of the respondents to the survey had moved into the village before 1980. Many intended to live in the village for the foreseeable future, with 87% of households hoping that they would live there for 6 years or longer. The reasons given for moving to the village initially were mixed, with living in a nice area and workplace/job relocation cited as the most important reasons. The reasons given for people wanting to move from the village were the need to find a smaller property or due to changing personal circumstances. Since 1995, only 14% of the households who had moved to the village contained residents over the age of 60 years. This, combined with the fact that those who wish to move are downsizing, may indicate that Alton Pancras is not an ideal village for elderly people.

Access to healthcare

Accessibility is an issue with the village because it has no facilities of its own. The nearest doctor is located in Cerne Abbas, 8.2km away. This doctor serves 96% of the households who responded. Travel to the doctor is by car – either as a driver or a passenger. This seems to be unavoidable as there is not a direct service between the two villages¹².

⁹ Dorset County Council (2005) *Parish and Ward Population Estimates for Dorset*

¹⁰ Office for National Statistics (2001) *Census key statistics*

¹¹ Dorset County Council (2005) *Parish and Ward Population Estimates for Dorset*

¹² Bus timetables from Traveline South West <http://www.travelinesw.com/>

Access to employment

62% of the households in the survey have at least one member of the household in employment. Figure 4 shows the distance that people travel to work. Whilst it shows that a high proportion of people work in or around Alton Pancras, this may have included people who care for children at home, even though the questionnaire did specify 'employment'. Aside from those employed within the village, most people (26%) tend to work between 11 and 20km from Alton Pancras. This includes the towns of Dorchester and Sherborne. Figure 5 (following page) shows the destinations that the residents travel to for work. Very few people (5%) work within 1 and 10km of Alton Pancras, which may reflect the lack of job opportunities in the local area.

Apart from one resident who walks to work in Alton Pancras, the rest choose to drive to work. It has already been acknowledged that Alton Pancras is limited by its public transport connections and timings, but it is possible to travel to Dorchester at times to fit in with normal office hours. A number of people travel to the same destinations for work, but choose to drive separately. Although there may be issues around people's working hours, there is potential for car sharing which would increase the sustainability of this village.

Access to education

Travel to education is more sustainable, with 60% of respondents travelling to their place of study by bus. Most of the children travel no further than 20km from Alton Pancras, with the majority studying at Dorchester, Sherborne and Puddletown.

Figure 4: Distance travelled to work (from Alton Pancras)

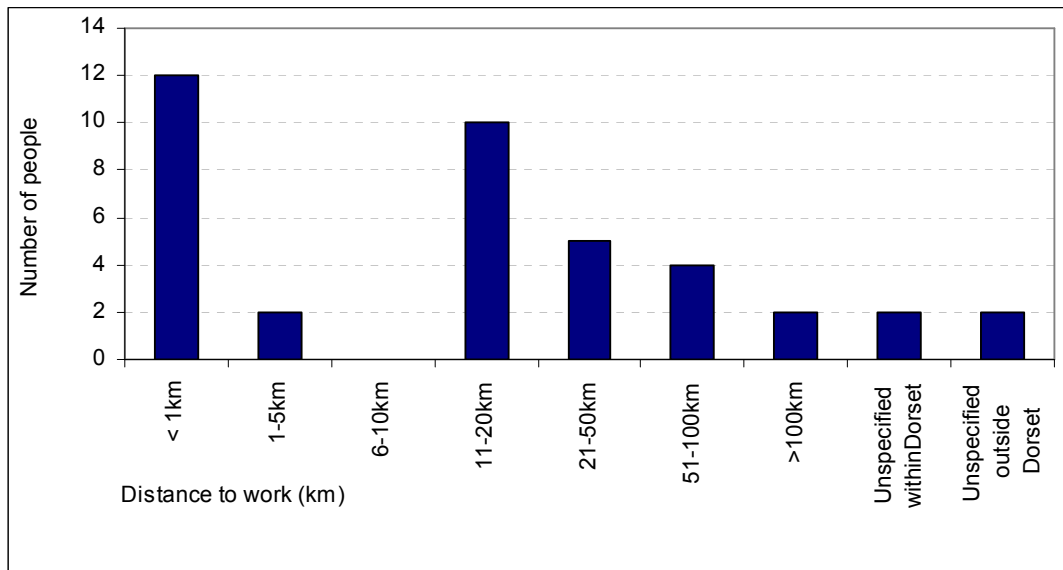
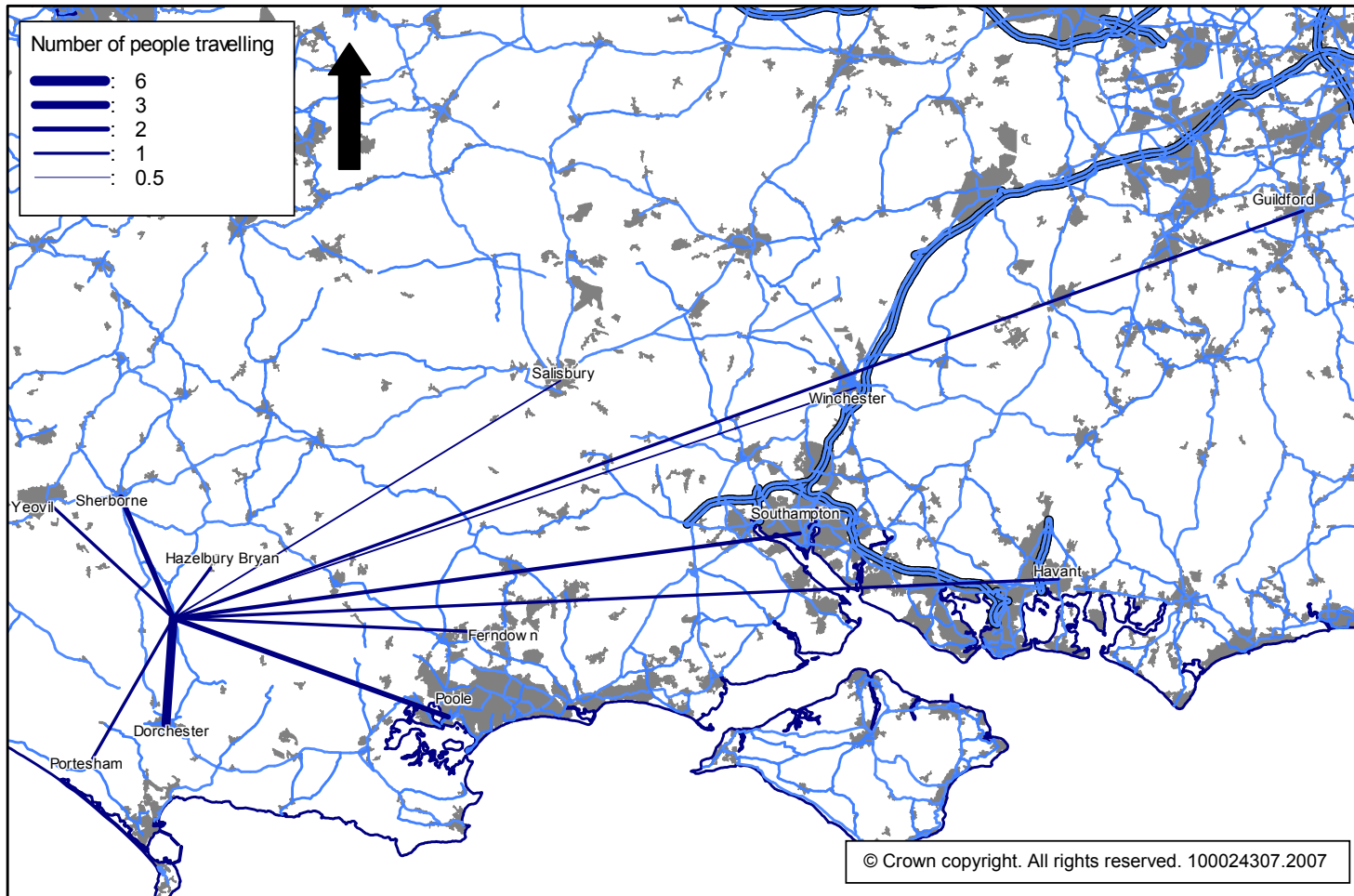


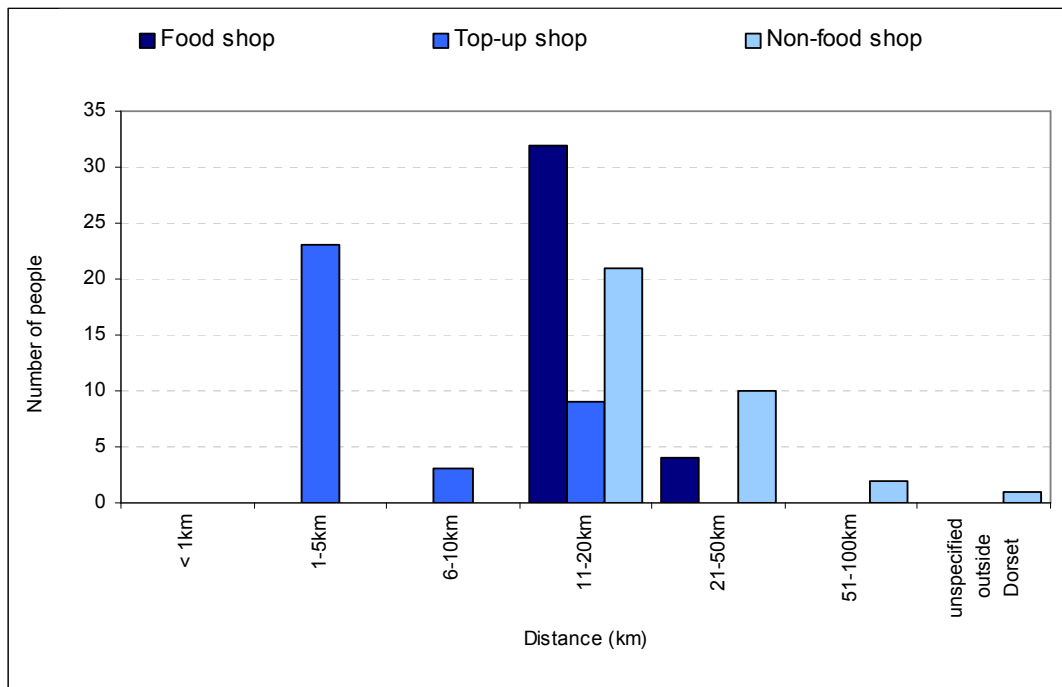
Figure 5: Work destinations from Alton Pancras



Access to food shopping

Food shopping is an essential task for households. All but one of the respondents answered the question on the location of their food shopping, with some of the respondents specifying more than one location. Dorchester was by far the most popular destination for food shopping (71% responses), followed by Sherborne (17% responses) and then Poole (7% responses). The average journey length to food shopping was 16.56km. The most prevalent mode of transport for food shopping was the car, with only one person using the bus for their journey. However this may not be as unsustainable as it appears, because over 50% of respondents stated that they combined their food shopping with other journeys most, or all of the time. Further analysis of the answers showed that of those respondents who were in employment, 35% worked in the same town that they carried out their main food shopping in. A quarter of all households surveyed also carry out food shopping on the internet. This can save car trips by individuals, but is only more sustainable if the delivery vans are carrying out several deliveries on each trip.

Figure 6: Distance travelled for shopping (from Alton Pancras)



Access to top-up shopping

Top-up food shopping covers the essentials that run out more often than other groceries, such as milk and bread. The average trip length for top-up shopping is 5.8km, with the most popular locations being Piddletrenthide, Buckland Newton and Dorchester. Piddletrenthide and Buckland Newton are the nearest villages containing shops, so it would be expected that these would be the most popular locations for top-up shopping. 30% of the people who selected Dorchester as their place for top-up shopping worked in the town, making Dorchester a convenient place to pick up groceries. It is possible that the other people who selected the town were combining

their trip with other journeys also. The most popular method of transport was by car, reflecting the distance that is needed to travel to reach the nearest shops. 6% of respondents stated that they sometimes used their bicycle for transport to the nearest shop in Piddletrenthide.

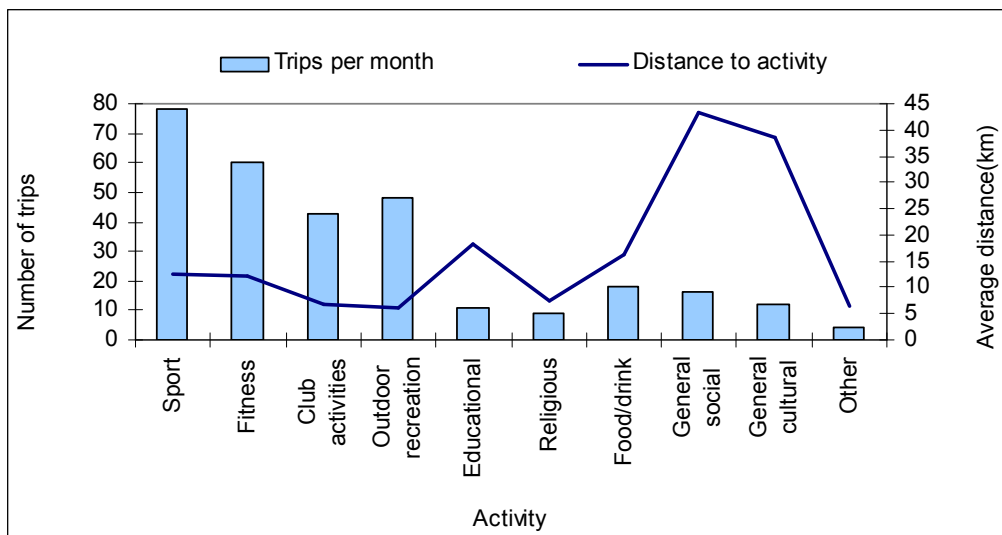
Access to non-food shopping

One would expect to find longer trip distances for non-food shopping as people have different tastes and travel to places that meet their needs. This is true for the residents of Alton Pancras where the average distance travelled to carry out non-food shopping was 23km, significantly higher than for food shopping (16.56km). This is shown graphically in Figure 6. The most popular destination for this activity was Dorchester (50% responses) followed by Sherborne (17% responses) and Poole (10% responses). Again, the car was the mode of transport selected for this trip for all of the households (86% as a driver or passenger in a car). 27% of households stated that they used the internet for some non-food shopping.

Access to recreation

Recreational activities tend to take place outside of the village, perhaps reflecting a lack of opportunity for recreation within the village. The majority of activities take place over one kilometre away from Alton Pancras (Figure 7). Analysis of the results shows that over the course of a month recreation is carried out by the households in the survey on approximately 300 occasions and for 87% of these trips transport is by car. Car sharing was specified for 14% of the trips carried out by car. For some activities within 5km of the village, bicycle or walking was used for travel. The number of trips to various recreational activities, and the average distance travelled to them is shown in Figure 17. Sport and other club activities are the most popular types of recreation and these tend to take place closer to the village than less active pursuits.

Figure 7: Monthly trips to activity with average distance travelled (from Alton Pancras)



Use of settlements

Table 5 shows where the people of Alton Pancras travel to carry out their various activities. For the doctor, main food shop and top up shop, these are based on the nearest surgeries, supermarkets and grocery shop to the village. The non-food shopping destination is based on the nearest settlement that contains a mix of different types of shop, whilst the employment settlement is the nearest large settlement that provides a number of different opportunities for employment.

The table shows that for three of the activities, the most popular destination is the nearest identified settlement. For top-up shopping it is the second nearest settlement, Piddletrenthide, however this is located on the main route from the village into Dorchester, which may account for its popularity. The most popular settlement for employment turned out to be Alton Pancras, which indicates that there is a high proportion of home working. After Alton Pancras, Dorchester is the next most popular settlement, in line with that identified in the table.

Table 5: Use of settlements around Alton Pancras

	First nearest settlement	Use (%)	Second nearest settlement	Use (%)	Most popular settlement	Use (%)
Employment	Dorchester	15	Sherborne	8	Alton Pancras	32
Doctor	Cerne Abbas	96	Dorchester	1	Cerne Abbas	96
Main food shopping	Dorchester	71	Sherborne	17	Dorchester	71
Top up shopping	Buckland Newton	26	Piddletrenthide	42	Piddletrenthide	42
Main non-food shopping	Dorchester	50	Sherborne	17	Dorchester	50

*Education not included as not always allowed to attend nearest school

** % excluding those who did not answer the question

Charlton Down (Population: 2380¹³, Households: 923¹⁴, both including Charminster)

Background to the village

Charlton Down is a relatively new village, situated to the north of Dorchester, which is its nearest town. Its nearest village is Charminster to its south. The population of the village and the surrounding area was 2380 in 2004¹⁵. The village contains a shop that was only recently opened, and buildings available for community use. A school and pub are located in Charminster. More detailed background information about the village is shown in Appendix 3.

¹³ Dorset County Council (2005) *Parish and Ward Population Estimates for Dorset*

¹⁴ Office for National Statistics (2001) *Census key statistics*

¹⁵ Dorset County Council (2005) *Parish and Ward Population Estimates for Dorset*

Figure 8: Map of Charlton Down



Reasons for moving to the village

Charlton Down is a new village, being only seven years old. The majority of respondents who answered the questionnaire had moved in since 2000, with only 5% of households stating that they had therefore moved to the village before 2000. The most popular reasons given for moving to Charlton Down were to live in a nice area (18%), as a result of a change in personal circumstances (18%) or workplace relocation (17%)

To live near to shops, services or schools was not mentioned by any of the respondents as being a factor in their decision to move to the village. Over a third of the respondents had moved in during the previous year. Many of the households saw their move to Charlton Down as a short to mid-term situation, with 25% of respondents expecting to stay for under two years, and a further 19% believing that they would have moved from the village within three to five years time. For those who thought that they would move out of the village, the major influencing factors were a change in personal circumstances, workplace relocation and a variety of reasons grouped as 'other'. These included a lack of culture in the area, poor public transport, disruption to the peacefulness by children and a lack of facilities and activities for young people.

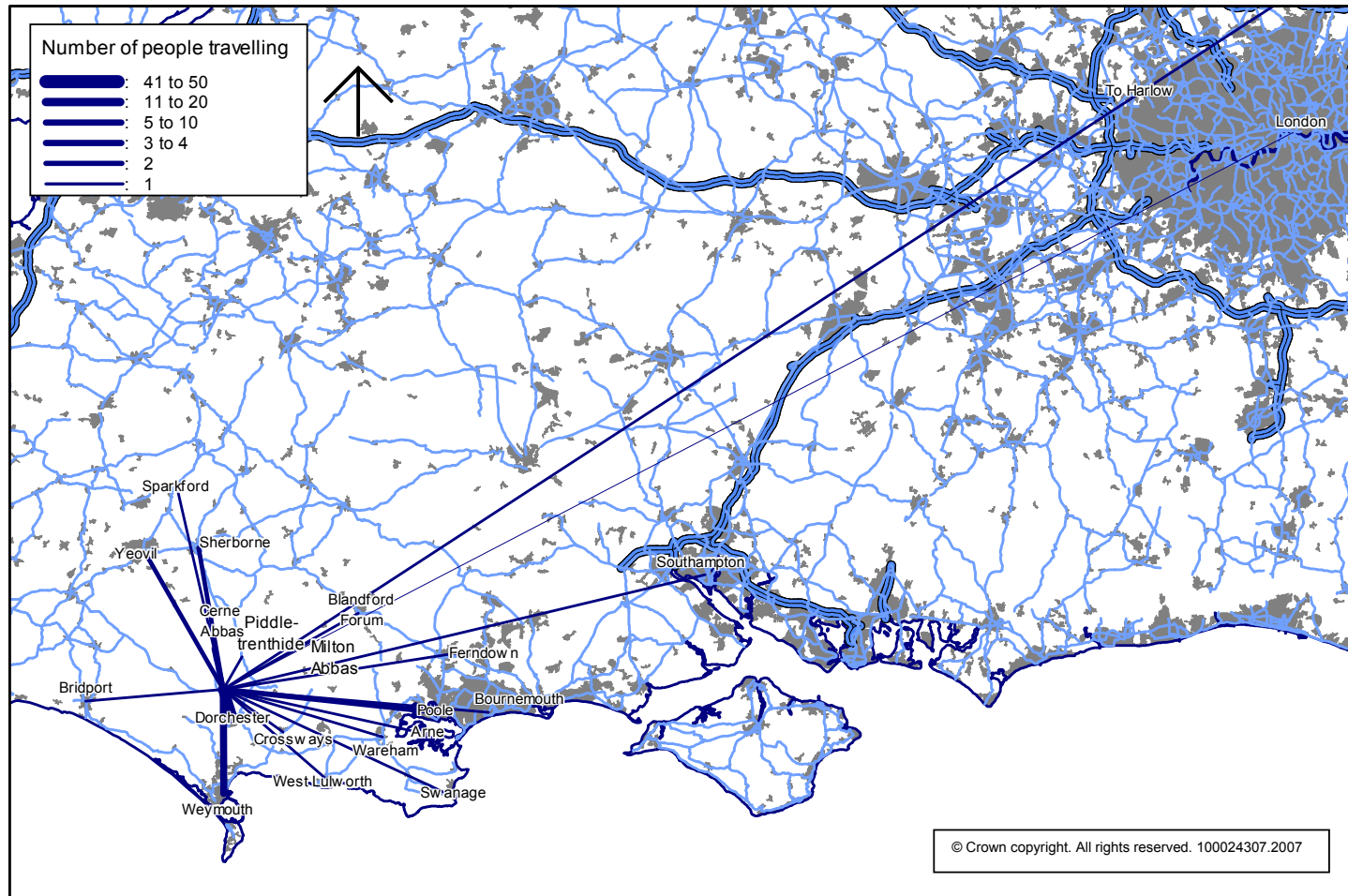
Access to healthcare

Almost all of the respondents (98%) use doctors located with 6-10km of Charlton Down, encompassing the surgery at Cerne Abbas and those in Dorchester. Just under 97% use a car to visit the doctor with a further 2% stating that they sometimes used a bus, but used a car if unable to use public transport. There is an hourly bus service from Charlton Down to Dorchester. Using the bus would require a wait in Dorchester for a return bus, so may not be suitable for those people who are short of time or if a trip to the doctors is required at short notice.

Access to employment

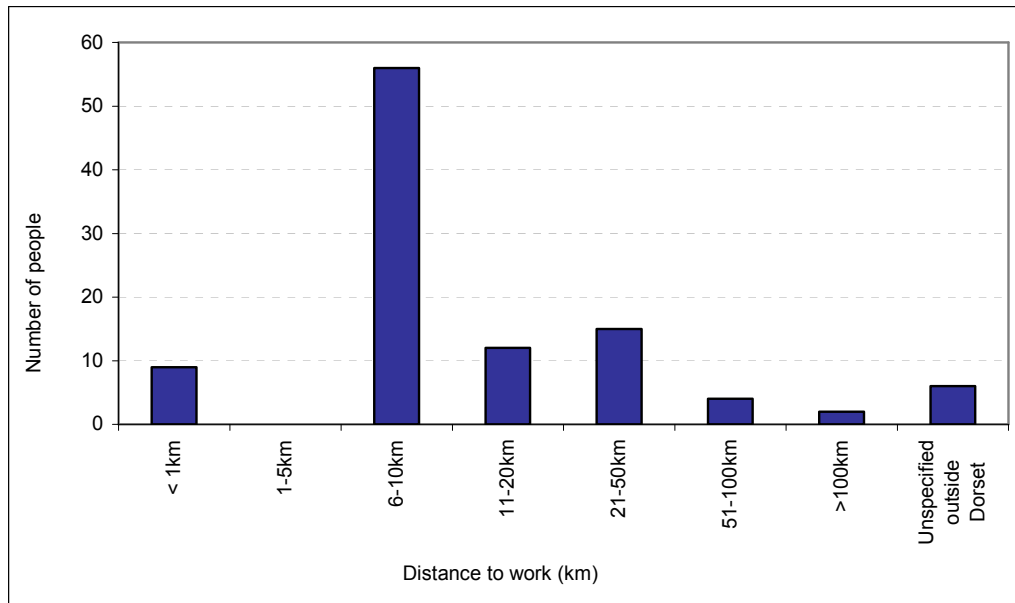
37% of the households in the survey have at least one person in employment. Figure 10 shows the distance that people travel to work from Charlton Down. The chart shows that the majority of people work within 6-10km of the village. This includes the town of Dorchester, where 47% of these people work, with the villages surrounding Charlton Down providing employment for a further 7% of residents. Other work destinations are shown in Figure 9 (following page). The car is the most popular mode of transport for the work commute, accounting for 87% of travellers. 3% of people travel to work by bus, and all of these people travel to Dorchester.

Figure 9: Work destinations from Charlton Down



Car sharing seems to be a missed opportunity in the village, with analysis of work destinations showing that in theory 73% of the workforce travel to the same places for work, although in practice the number would be lower due to differences in people's working hours.

Figure 10: Distance travelled to work (from Charlton Down)



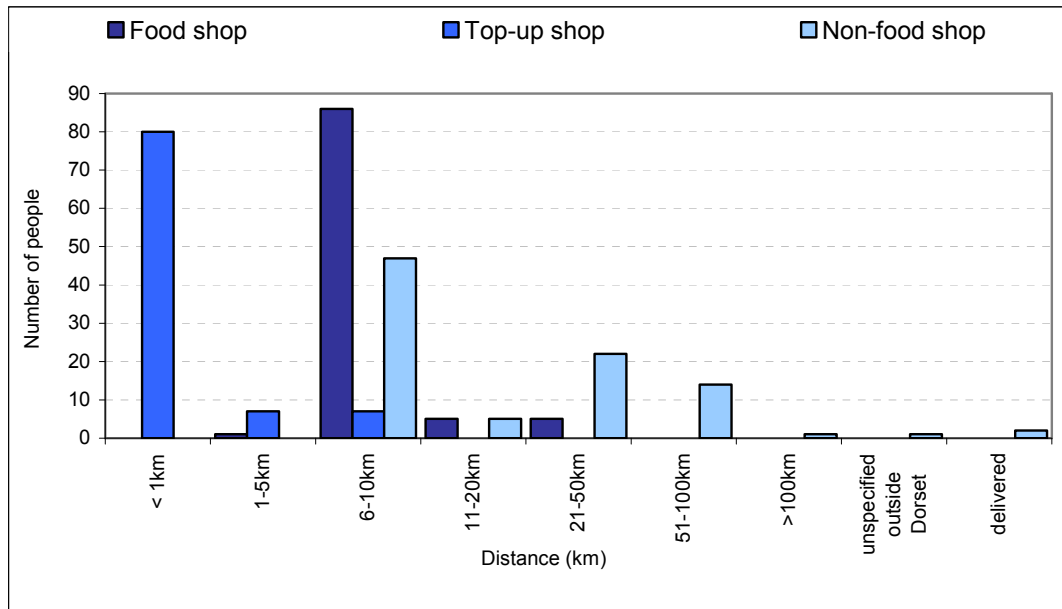
Access to education

Travel to education is more sustainable, with 37% of students travelling to their place of study by bus. However this is a lower proportion than other villages – Alton Pancras for example has 60% of students travelling by bus. Just under 50% of students travel by car, but it is possible that these trips are combined with their parents' journey to work. The majority of children travel under 10km from Charlton Down, with 21% travelling

Access to food shopping

Food shopping is an essential task with some of the respondents specifying more than one destination. Dorchester was by far the most popular destination for food shopping (88% responses), followed by Weymouth (5% responses), Poole (3% responses) and Sherborne and Yeovil (2% responses each). The average journey length to carry out food shopping was 7.45km and this was usually carried out by car (94%) with only 2% of respondents choosing to use the bus. Using the car may not be as unsustainable as it appears because 45% of households stated that they combined their food shopping with other journeys most, or all of the time. Further analysis of the answers shows that of the respondents who were in employment, 53% worked in the same town that they carried out their main food shopping in. Some of the households surveyed (13%) stated that they carried out shopping for food on the internet. This can save trips by individuals and is more sustainable if the delivery vans carry out multiple deliveries on each trip.

Figure 11: Distance travelled for shopping (from Charlton Down)



Access to top-up shopping

Top-up food shopping covers the essentials that run out more often than other groceries, such as milk and bread. The average journey length for top-up shopping from Charlton Down is under 1km with 85 households utilising the shop in the village. All but one of the households who use the village shop travel on foot.

Access to non-food shopping

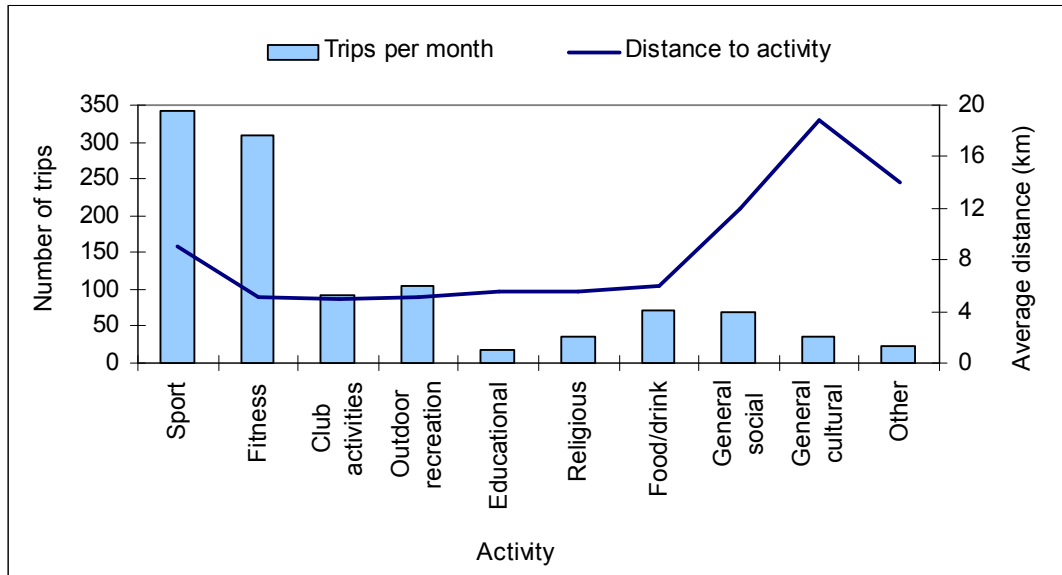
People tend to travel further to carry out their non-food shopping, with the average journey length for the residents of Charlton Down being 25km (compared to 7.45km for food shopping). This is represented graphically in Figure 11. Some of the respondents selected multiple destinations for their answer. The most popular destination was Dorchester (47% responses), followed by Bournemouth (15% responses) and then Weymouth (11% responses). The car was the preferred mode of transport for 88% of the residents with a further 8% listing a multiple modes of transportation, all of which included the car. There is a regular hourly bus service to Dorchester, but only 3% of people chose this mode of transport to carry out their non-food shopping, one of whom continued their journey by bus to Poole and Bournemouth.

Access to recreation

Charlton Down provides a number of opportunities for recreation with a number of sporting, fitness and club activities taking place in the village. Of the 202 activities listed by the respondents, 15% take place within Charlton Down. 50% of activities take place within 6-10km of the village, the main destination at this distance being Dorchester. The majority of activities (97%) taking place within Charlton Down are arrived at by foot or on bike. For those further afield, the car is the predominant form of transport (75%), with 1% of these travellers specifying that they were part

of a car share. The number of trips to various recreational activities, and the average distance travelled to them is shown in Figure 12. Sport and fitness are the most popular types of recreation, and these tend to take place close to the village. Activities that are further away tend to take place less often.

Figure 12: Monthly trips to activity with average distance travelled (from Charlton Down)



Use of settlements

Table 6 shows where the residents of Charlton Down travel to carry out their various activities. From the table it is clear that a large proportion of the residents of Charlton Down do travel to their nearest large settlement, Dorchester, to carry out their activities. This may be because Dorchester is one of the larger settlements in West Dorset, providing opportunities for employment and shopping.

Table 6: Use of nearest facilities to Charlton Down

	First nearest settlement	Use (%)	Second nearest settlement	Use (%)	Most popular settlement	Use (%)
Employment	Dorchester	47	Weymouth	12	Dorchester	47
Doctor	Dorchester	81	Cerne Abbas	18	Dorchester	81
Main food shopping	Dorchester	88	Weymouth	5	Dorchester	88
Top up shopping	Charlton Down	86	Dorchester	13	Charlton Down	86
Main non-food shopping	Dorchester	47	Weymouth	11	Dorchester	47

*Education not included as not always allowed to attend nearest school

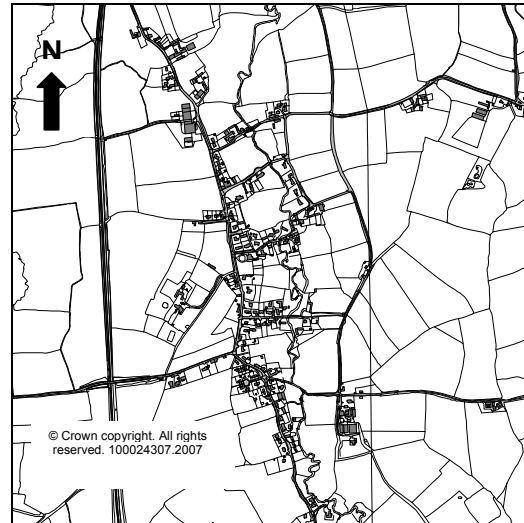
** % excluding those who did not answer the question

Chetnole (Population: 340¹⁶, Households: 152¹⁷)

Background to the village

Chetnole is located in the north of the district, to the south of Sherborne. In 2004 the population was 340¹⁸ spread out in dwellings linearly along the main road through the village. The village has a general store and a pub, and community buildings in the form of a church and a village hall. Its nearest town is Beaminster, approximately 17km away with the village of Yetminster to its north and Leigh to its north-east. Further information about the village is shown in Appendix 3.

Figure 13: Map of Chetnole



Reasons for moving to the village

The survey results show that Chetnole has received a steady influx of residents over time, although in the last year almost as many residents appear to have moved to the village as had in the preceding five years. Chetnole seems to attract older residents with 45% of incoming households in the last year containing at least one member aged 60 or more. This correlates with the explanations given for moving to the village, with retirement accounting for 20% of the reasons. Living in a nice area was another important factor in choosing to move to the village (17%). The responding households tend to see their move as a long term situation, with just under 60% expecting to live in the village for over ten years. The reasons given for wanting to leave Chetnole were due to a change in personal circumstances (5%), to move to a larger property (2%) and to be nearer to shops and facilities (3%).

Access to healthcare

The nearest doctor is located in Yetminster, 2.9km away, which around two thirds of the residents use. Other doctors utilised were located in Sherborne and Cerne Abbas. Just over 90% of residents use their cars, either as a driver or a passenger, to visit the doctors. It is possible to use the bus to reach Yetminster, as one person stated that they did, however the bus service is rather limited and would require a wait for a return bus.

¹⁶ Dorset County Council (2005) *Parish and Ward Population Estimates for Dorset*

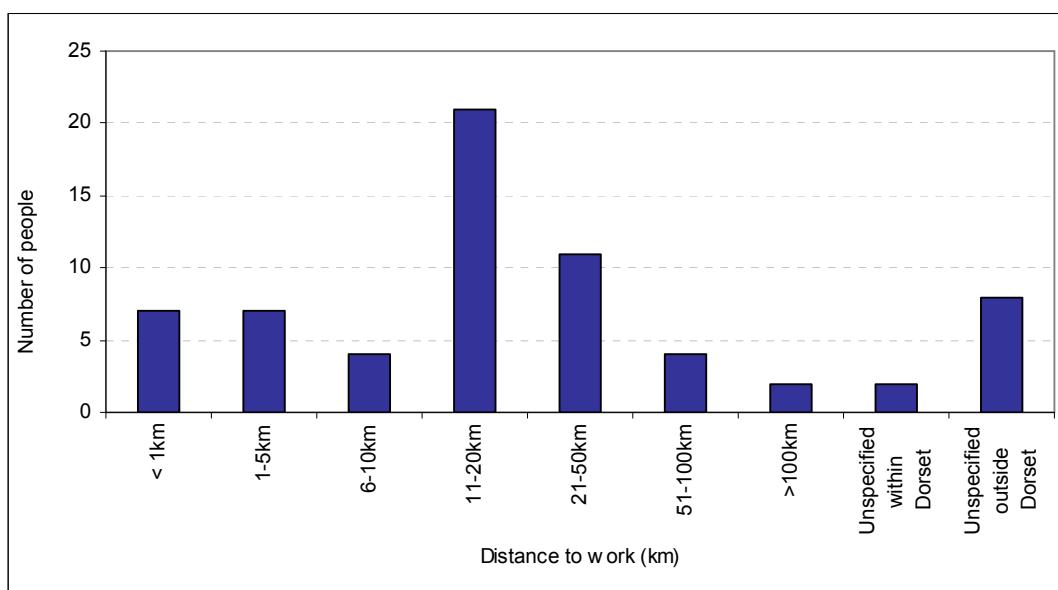
¹⁷ Office for National Statistics (2001) *Census key statistics*

¹⁸ Dorset County Council (2005) *Parish and Ward Population Estimates for Dorset*

Access to employment

In Chetnole 43% of the households who responded to the survey have at least one family member in employment. Figure 14 shows the distance that people travel to work from Chetnole. The graph shows that whilst there is some local employment, a large proportion of the workforce (49%) travels between 11 and 50km to get to work. This includes the town of Yeovil, which accommodates just under a quarter of the workforce. Other places of work are shown in Figure 15 on the following page. Of those respondents that answered the question regarding the mode of transport used for travel to work, 95% stated that they used their car. Apart from those who work within walking or cycling distance of Chetnole, using the car may be unavoidable as the bus services through Chetnole are limited. Whilst the survey did not pick up on any car sharing taking place, this more sustainable form of commuting may be possible (if working hours coincide) because 55% of the respondents work in the same location as another resident of the village.

Figure 14: Distance travelled to work (from Chetnole)



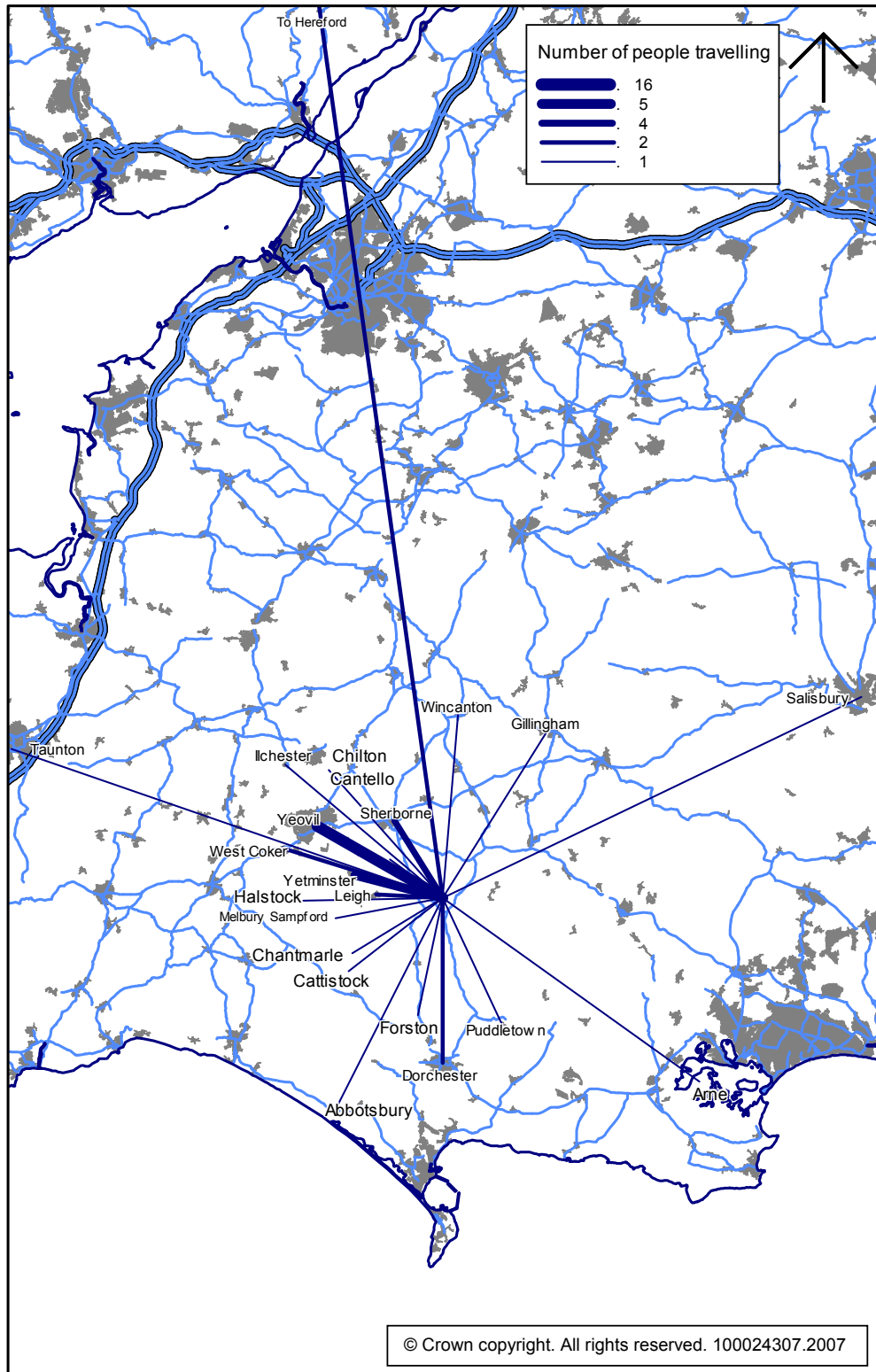
Access to education

Travel to education is more sustainable, with 44% of students using the bus to reach their place of study. Just under a third of students travel between one and five kilometres to reach their destination, and just over a third of the students travel between 21 and 50km, the most common locations at each distance being Yetminster and Sherborne.

Access to food shopping

The two most popular locations for food shopping were Sherborne (53% responses) and Yeovil (41% responses), with almost two thirds of the respondents travelling 11-20km and a further third travelling 21-50km (Figure 16). As for commuting to work, 95% of respondents carry out their food shopping by car, however 42.5% stated that they combined their shopping trip with other journeys some, or all of the time.

Figure 15: Work destinations from Chetnole



Further analysis of the answers shows that just under a third of residents carry out their food shopping in the same town that they work in. Only 8% of the households surveyed carry out food shopping on the internet, one of the lowest proportions out of all the villages.

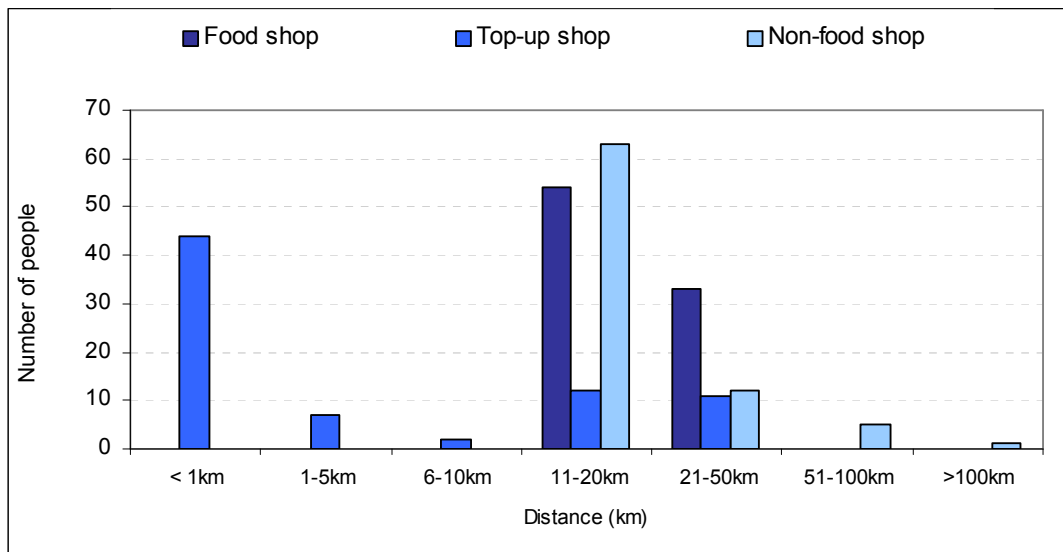
Access to top-up shopping

Top up shopping covers the essentials that run out more often than other groceries. Some people gave more than one location for the purchase of their top-up goods, which may indicate that they shop whilst on other journeys. Chetnole was the most popular location for top-up shopping accounting for 61% of the respondents. However top-up shopping that occurred some distance outside of the village meant that the average trip length was pushed up to 6.49km. The majority of people (77%) who use the shop in Chetnole travel by foot or by bicycle, but altogether just over a third of respondents use their car to carry out the top-up shopping.

Access to non-food shopping

Figure 16 shows that non-food shopping is carried out further away from Chetnole than food related shopping. The most popular locations for non-food shopping are Yeovil (61% responses) and Sherborne (20% responses). This journey is predominantly carried out by car (88%), as would be expected from these longer journeys.

Figure 16: Distance travelled for shopping (from Chetnole)



Access to recreation

Chetnole provides a number of opportunities for recreational activities, especially club activities, outdoor recreation and food/drink. But as Figure 17 shows, some of the pastimes that are carried out most frequently tend to take place further away

from the village. These include sport and some club activities. Journeys to recreation within the village are generally carried out on foot. This mode of transport is used for 21% of all journeys to recreation, with the car being used for 65% of trips.

Use of settlements

Table 7 shows that the majority of the residents of Chetnole use the settlement that has been identified as the nearest town suitable for activity in question. Yeovil was the most popular, and closest major settlement for employment, even though compared to the other activities it had the lowest use by the residents of 23.5%. This is due to the diverse range of work that people can be employed in, some of which by their nature cannot be catered for by a town.

Figure 17: Monthly trips to activity with average distance travelled (from Chetnole)

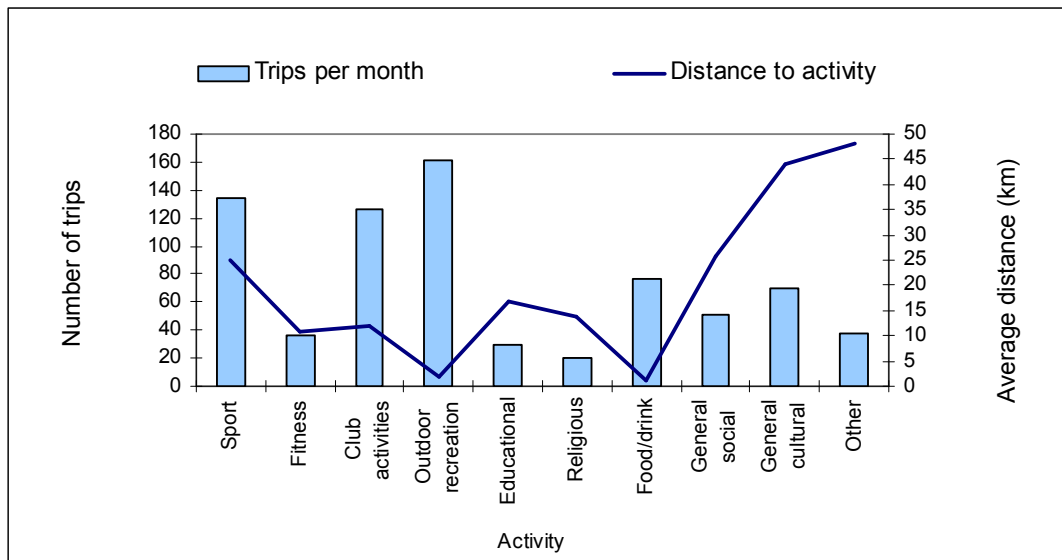


Table 7: Use of nearest facilities to Chetnole

	First nearest settlement	Use (%)	Second nearest settlement	Use (%)	Most popular settlement	Use (%)
Employment	Yeovil	24	Sherborne	6	Yeovil	24
Doctor	Yetminster	70	Sherborne	28	Yetminster	70
Main food shopping	Yeovil	52	Sherborne	40	Yeovil	52
Top up shopping	Chetnole	57	Yeovil	14	Chetnole	57
Main non-food shopping	Yeovil	61	Sherborne	20	Yeovil	61

*Education not included as not always allowed to attend nearest school

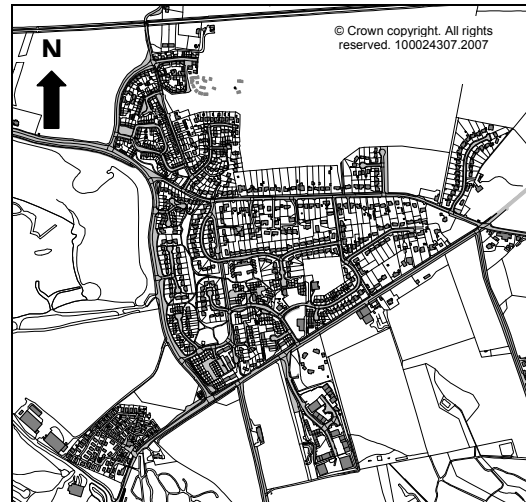
** % excluding those who did not answer the question

Crossways (Population: 2010¹⁹, Households: 906²⁰)

Background to the village

Crossways is a large village in the south-east of the district. In 2004 there were 2010²¹ residents. It also has a number of facilities including a shop, library, doctor's surgery, village hall and a school. The school currently has 90 pupils on its roll²². The nearest village to it in West Dorset is Broadmayne, and the nearest town is Dorchester, approximately 8km to its east. More detailed background information is shown Appendix 3.

Figure 18: Map of Crossways



Reasons for moving to the village

The response to the surveys from Crossways indicates that there has been quite a large influx of residents into the village between 2005 and 2006 (12% of respondents) compared to the previous years (4.5% annual average). Between 2000 and 2006 a quarter of the responding households who moved to the village contained at least one child, which will help to sustain the local school. Just over 80% of the respondents believed that they would live in the village for six years or more, which indicates that they see the location as meeting their need for the foreseeable future, increasing the stability of the village. The main reasons for moving to Crossways were because it is a nice location (17%), for retirement (18%) or due to a change in personal circumstances (19%). Affordability was not listed as a potential reason in the survey, however affordability and the chance to own their own home accounted for 3% of the reasons given for moving to Crossways. Very few people wanted to move from the village, with only 9% believing that they would move out within two years. The main reasons given for wanting to move were to live in a nicer area (3%), or as a result of a change in circumstances (4%). It is interesting that a 'nicer area' is cited as a reason for moving to, and away from the village, however this could be due to people's differing opinions as to what constitutes a nice area.

Access to healthcare

The village of Crossways benefits from having a doctors surgery. Almost 60% of the respondents use this surgery, with approximately 70% completing the journey on foot, and a further 6% stating that they either walked or used the car.

¹⁹ Dorset County Council (2005) *Parish and Ward Population Estimates for Dorset*

²⁰ Office for National Statistics (2001) *Census key statistics*

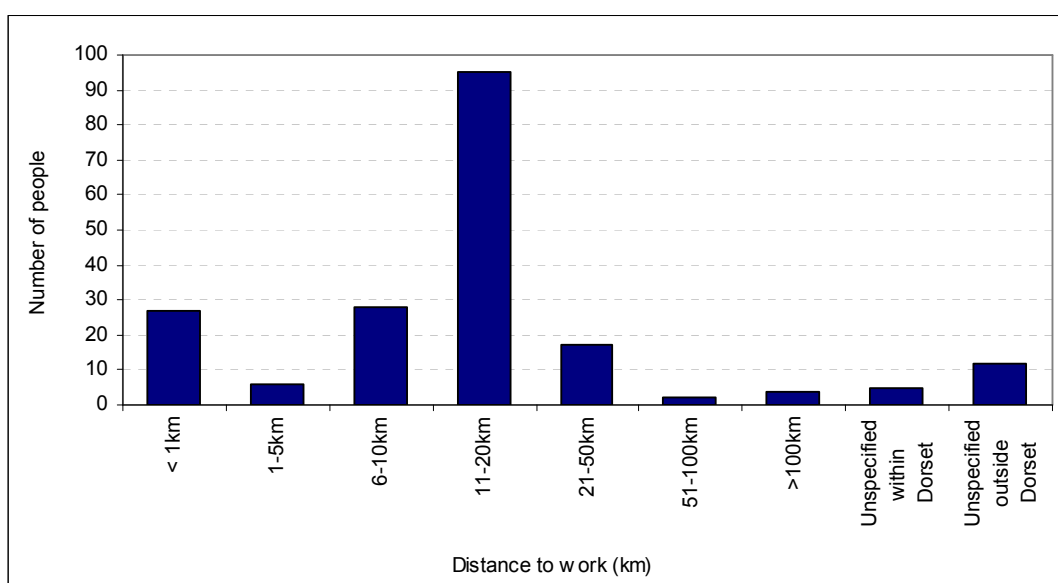
²¹ Dorset County Council (2005) *Parish and Ward Population Estimates for Dorset*

²² Dorset County Council (2007) *School roll numbers*

Access to employment

Just under half (49%) of the respondents have at least one member of the household in employment. Figure 19 shows the distance that people travel to work from the village. The majority (48%) travel between 11 and 20km, a radius that covers both Dorchester and Weymouth. Aside from Crossways, other near employment destinations include Winfrith, Owermoigne and Bovington. All destinations are shown in Figure 20 on the following page. Three quarters of workers travel to work by car, with only 3% using public transport even though it is possible to travel to Dorchester (the main employment destination) by bus at times to fit in with normal office hours. 4% of people in employment stated that they car-shared the commute to work. For those that travel by car, theoretically 65% could car share as they work in the same place as at least one other person who travels by car.

Figure 19: Distance travelled to work (from Crossways)



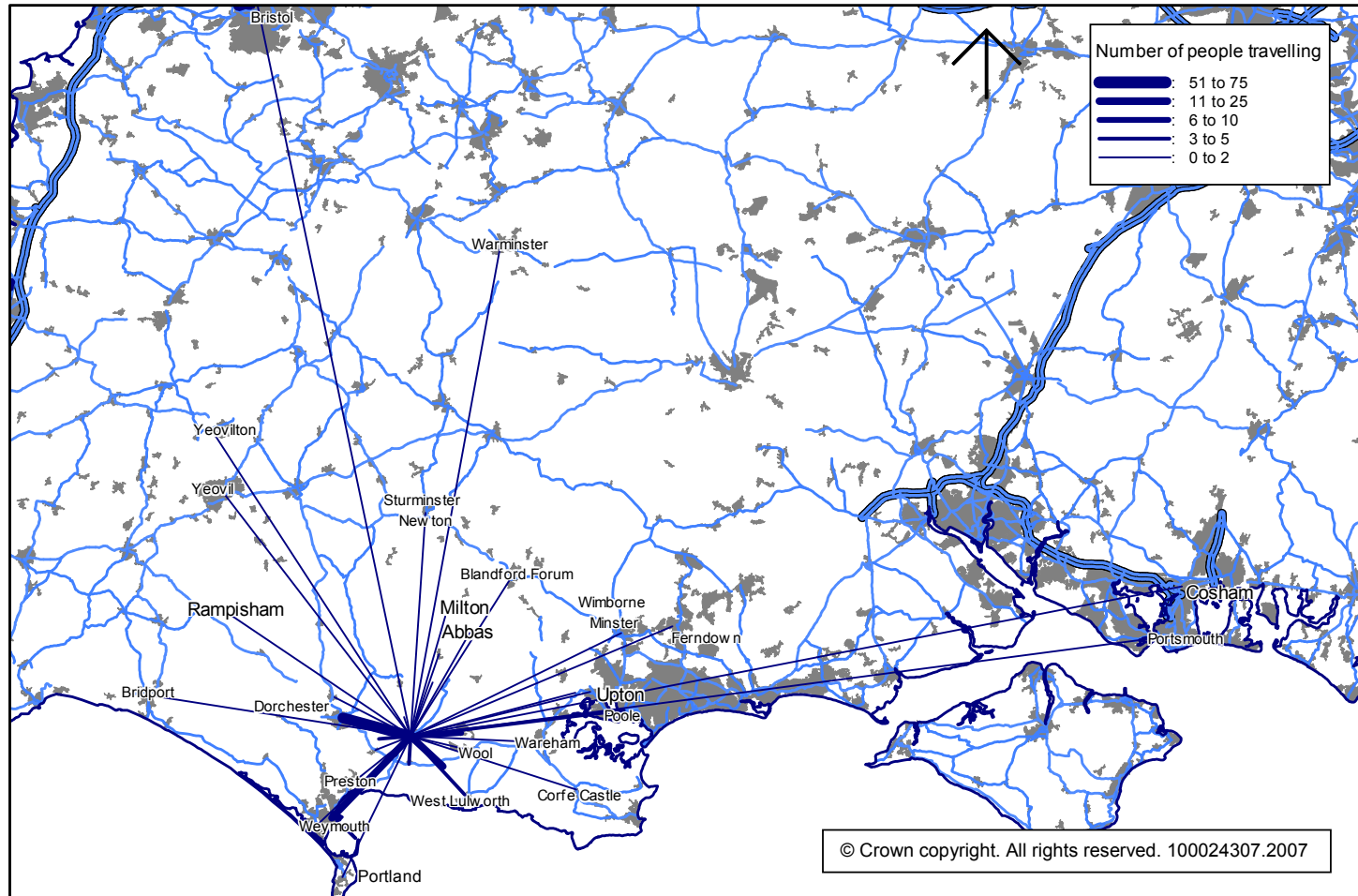
Access to education

Travel to education is more sustainable with 67% choosing to travel on foot or by bus. Crossways benefits from having its own school which 32% of the students in the survey attended. A further 39% attend schools within 6-10km of the village, in Bovington, Puddletown and Winfrith. Secondary level schools are located further away from the village in Dorchester and Weymouth, to which a further quarter of the students travel.

Access to food shopping

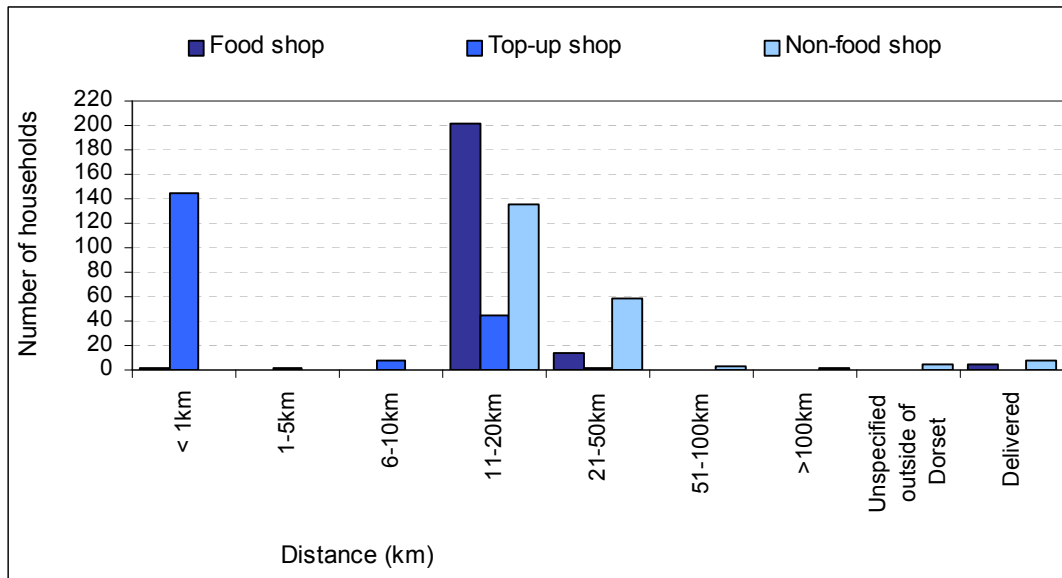
A number of households specified more than one location where they carried out their food shopping. Dorchester was the most popular location for food shopping being named for 85% of responses. As Table 8 shows, this is the nearest settlement to the village that contains a supermarket. Weymouth and Poole (9% and 5% of responses respectively) were also named as food shopping destinations. These are some distance away from the village, but may tie in with people's place of work.

Figure 20: Work destinations from Crossways



Indeed, 45% of respondents carried out their food shopping in the same town that they work in, and a third stated that they combined their food shopping with other journeys some, or all of the time. Over 80% of respondents use the car to carry out the food shopping, but 7% choose to use the bus, showing that it is possible to use the bus to carry out this activity. There is some use of the internet (10% of households) for food shopping, which could be a more sustainable form of shopping if it means less travel in the private car.

Figure 21: Distance travelled for shopping (from Crossways)



Access to top-up shopping

Crossways benefits from having a shop, which is convenient for top-up shopping by the residents of the village. Just over 70% of the respondents use the village shop, and for those that don't use it, 70% carried out their top up shop in the same town that they worked in. Over a half of respondents carry out this trip on foot, reflecting the fact that they live within walking distance of the village shop.

Access to non-food shopping

Non-food shopping tends to take place at greater distances than food related shopping, however for Crossways the majority of shopping (65%) seems to place only 11-20km from the village. This distance encompasses both Dorchester and Weymouth which both contain a variety and choice of shops for non-food shopping. A few people travel further afield to Poole, Bournemouth and Yeovil, but very few people travel further than 50km for their non-food shopping. Over 80% of people use the car to make these journeys, but 6% do use public transport showing that it is possible to carry out these trips in a more sustainable way. A larger proportion of respondents (25%) use the internet for non-food shopping than do for food shopping, which can reduce the use of the private car.

Access to recreation

Crossways provides a number of opportunities for recreation, especially for outdoor recreation, club activities and sports. However, some people chose to travel further afield to carry out these hobbies, which does increase the average distance travelled for each activity (Figure 22). The average distance travelled to sport has been skewed slightly by a few individuals who make infrequent, long journeys to watch sport. If these are discounted the average distance travelled becomes 15km. Aside from Crossways, Dorchester and Weymouth are important destinations for recreational activities. The car is used to reach 70% of recreational activities. The bus is used less frequently (1.2% of activities) than for shopping activities, reflecting the fact that there are no bus services in Crossways after 6.30pm.

Figure 22: Monthly trips to activity with average distance travelled (from Crossways)

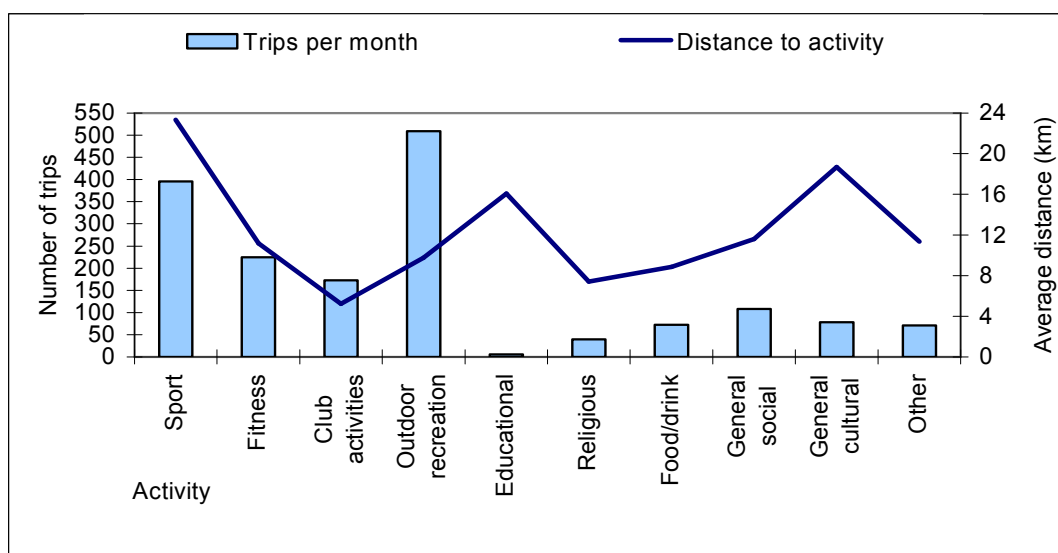


Table 8: Use of nearest facilities to Crossways

	First nearest settlement	Use (%)	Second nearest settlement	Use (%)	Most popular settlement	Use (%)
Employment	Dorchester	35	Weymouth	8	Dorchester	35
Doctor	Crossways	59	Broadmayne	4	Crossways	59
Main food shopping	Dorchester	85	Weymouth	9	Dorchester	85
Top up shopping	Crossways	72	Broadmayne	0	Crossways	72
Main non-food shopping	Dorchester	53	Weymouth	16	Dorchester	53

*Education not included as not always allowed to attend nearest school

** % excluding those who did not answer the question

Use of settlements

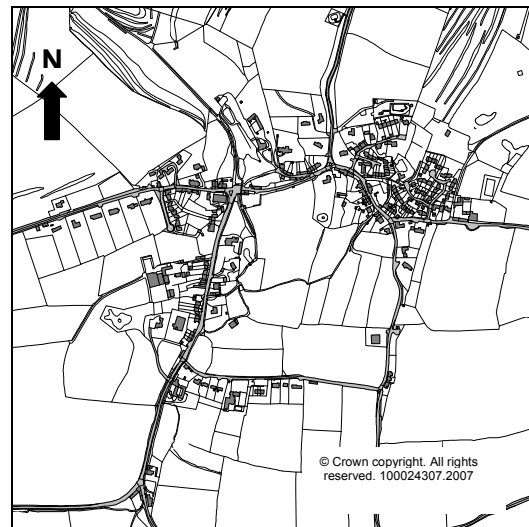
Table 8 shows that the respondents generally utilise the nearest settlement to them that is able to meet their needs. The lower percentage for employment highlights the fact that not all employment types will, or can, be located in towns.

Litton Cheney (Population: 370²³, Households: 195²⁴)

Background to the village

Litton Cheney is situated in the south-west of the district, approximately 11km east of Bridport, which is its nearest town. The nearest villages to Litton Cheney are Puncknowle to the south, and Askerswell to the north. There is a pub, a church, a village hall and a school in the village. The school currently has 69 pupils on its roll²⁵. It is a similar size to the village of Chetnole, having 370 residents in 2004²⁶. More detailed information about the village is shown in Appendix 3.

Figure 22: Map of Litton Cheney



Reasons for moving to the village

Of the people who responded to the survey from Litton Cheney, 45% had moved to the village since the year 2000. The main reasons for moving to the village were to retire (20%) and to live in a nice area (23%). In fact, of the households that have moved to the village since 2000, just over 50% contain a member who is now aged 60 or over. A number of respondents didn't see themselves having a long term future in Litton Cheney with 12% believing that they would move out of the village in under 2 years, and a further 15% thinking that they would leave in between 3 and 5 years time. The main reasons for leaving are a change in personal circumstances (5%) and to be nearer to shops and services (6%). A lack of public transport was cited as being an issue in 2% of cases. This indicates that although people have chosen to retire to the village, it may not be an ideal location for very elderly people or those who rely on public transport.

²³ Dorset County Council (2005) *Parish and Ward Population Estimates for Dorset*

²⁴ Office for National Statistics (2001) *Census key statistics*

²⁵ Dorset County Council (2007) *School roll numbers*

²⁶ Dorset County Council (2005) *Parish and Ward Population Estimates for Dorset*

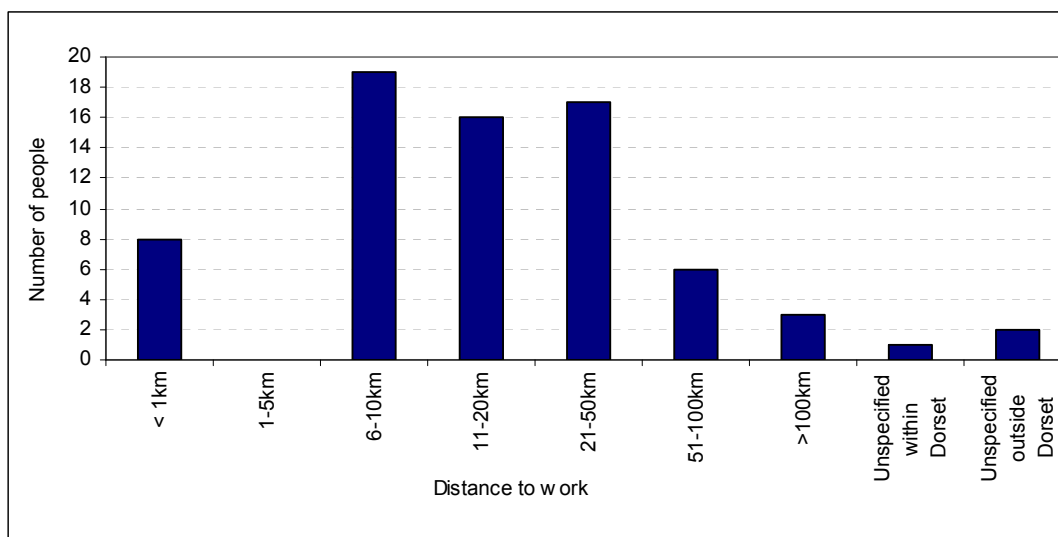
Access to healthcare

The nearest doctor is located 10km from Litton Cheney, and due to the distance and lack of a bus service this means the journey is inevitably carried out by car (98%). The majority of the respondents (95%) attend the surgeries in Bridport or Portesham, which are equidistant from Litton Cheney.

Access to employment

Of the 96 households that responded to the survey, 50% have at least one member of the household in employment. Figure 24 shows the distance that people travel to work from Litton Cheney. Work destinations are shown in Figure 25 on the following page. Apart from those who work from home, there seems to be few opportunities for employment in and around the village. The greater proportion of people (72%) travel between 6 and 50km for work. The most frequent employment destinations are Bridport (10.5km away) and Dorchester (15.1km away). Due to the distances travelled to work, and the lack of a frequent bus service, the car is the most prevalent mode of transport, accounting for 84% of commutes. Although car sharing wasn't specified as taking place from the village, there is potential for it to take place, with 68% of people who travel by car working at the same destination as someone else who drives, although the ability of this to take place would depend on similar working hours.

Figure 24: Distance travelled to work (from Litton Cheney)



Access to education

Litton Cheney does benefit from having a school in the village. Just under a half of the children in the survey attend this school and most of them complete the journey on foot. Bridport is the most popular destination for older children and for most of them the school journey is taken on the bus. Only 19% of students travel by car, a much smaller percentage than for travel to employment, however the students have the benefit of a school bus to coincide with school hours, a service that is lacking for the other residents of the village.

Figure 25: Work destinations from Litton Cheney

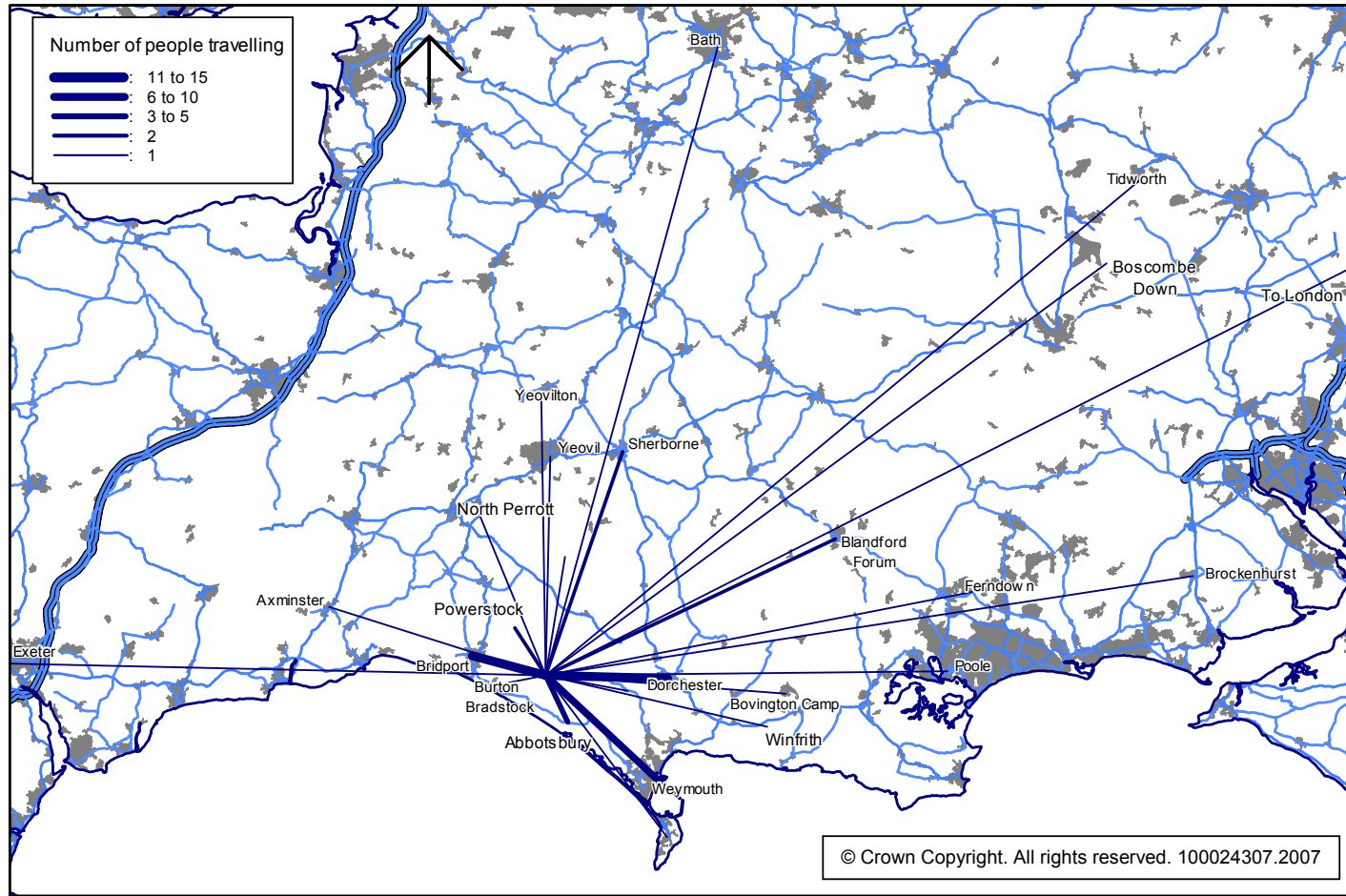
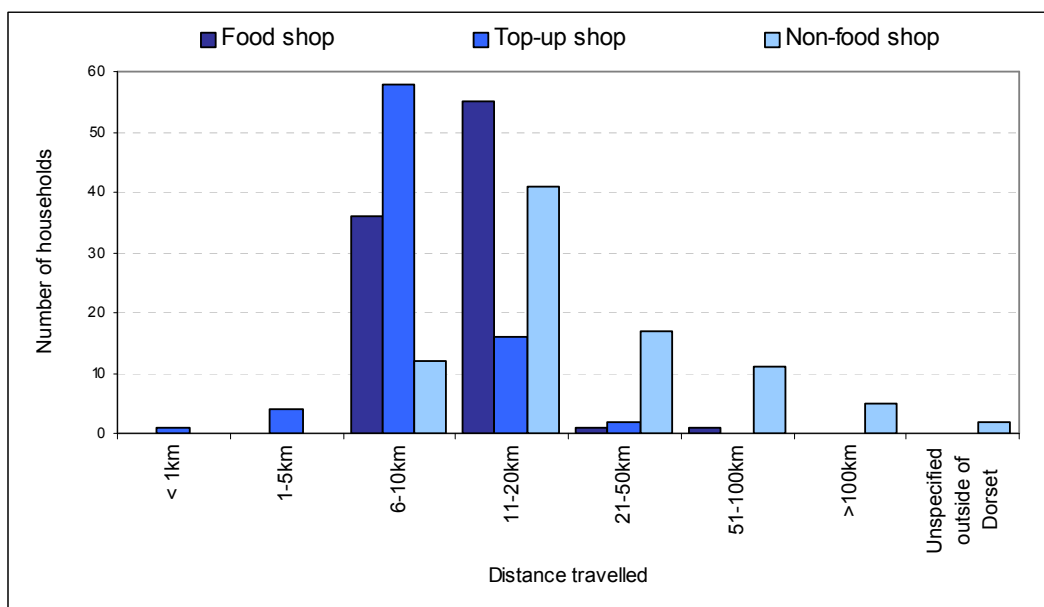


Figure 26: Distance travelled for shopping (from Litton Cheney)



Access to food shopping

Bridport and Dorchester are the preferred locations for food shopping, with only 3% of the respondents choosing to shop elsewhere. These are the nearest locations to Litton Cheney to carry out main food shopping (Table 9). As before, the most prevalent mode of transport for this trip was the private car (94%), however it is likely that some of these trips were combined with other activities as just over a third stated that they combined food shopping with other journeys some, or all, of the time. Further analysis shows that 50% of workers shopped for food at the same town in which they worked. Only 5% of respondents stated that they carried out food shopping on the internet, one of the lowest proportions out of all the villages.

Access to top-up shopping

When carrying out their top-up shopping, the majority of people bypassed their two nearest locations, Modbury Farm Shop and Abbotsbury, in favour of Bridport, Burton Bradstock and Dorchester. The farm shop at Modbury farm is located only 3.4km from Litton Cheney, whereas the closest of the other three is Burton Bradstock at 9.2km (Figure 26). The car is the most preferred mode of transport for this trip for over 90% of the respondents.

Access to non-food shopping

Most of the non-food shopping (47%) takes place between 11-20km away (encompassing Dorchester), but 6% of the residents of Litton Cheney are willing to travel over 100km away (to Southampton and London) for non-food shopping. 90% of these journeys are carried out by car, although some of the longer distance travel takes place on the train. Of those residents who are employed, only 17% carry out their non-food shopping in the same town in which they work. The internet is used by 27% of residents for non-food shopping.

Access to recreation

Litton Cheney provides opportunities for outdoor recreation, food/drink, and club activities. For sport, socialising, educational and cultural activities it is necessary to travel outside of the village, which increases the average distance travelled to carry out these activities. Figure 27 shows the average distance travelled to take part in each type of activity. Activities taking place within the village are usually reached on foot, and those outside of the village by car.

Figure 27: Monthly trips to activity with average distance travelled (from Litton Cheney)

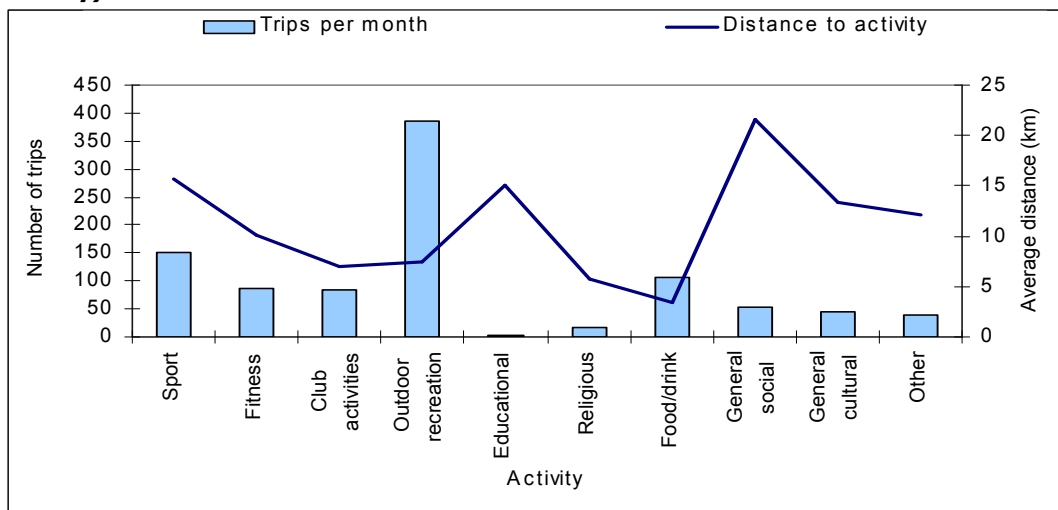


Table 9: Use of nearest facilities to Litton Cheney

	First nearest settlement	Use (%)	Second nearest settlement	Use (%)	Most popular settlement	Use (%)
Employment	Bridport	18	Dorchester	21	Dorchester	21
Doctor	Bridport	22	Portesham	71	Portesham	71
Main food shopping	Bridport	50	Dorchester	48	Bridport	50
Top up shopping	Modbury (Farm shop)	6	Abbotsbury	2	Bridport	51
Main non-food shopping	Bridport	22	Dorchester	40	Dorchester	40

*Education not included as not always allowed to attend nearest school

** % excluding those who did not answer the question

Use of settlements

Table 9 (previous page) shows that the residents of Litton Cheney do not always choose to travel to the nearest settlement to them that could meet their needs for

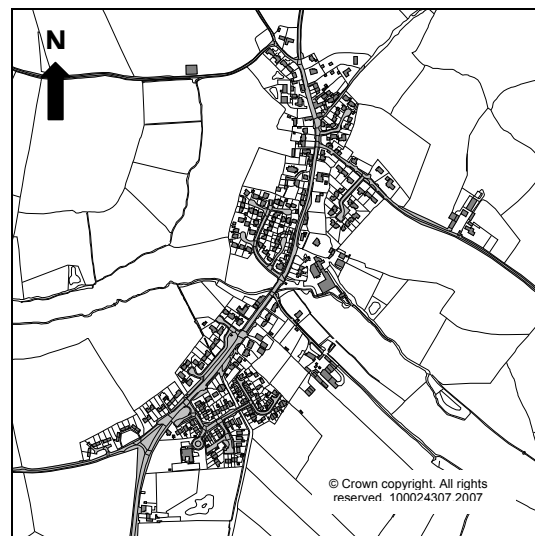
the activity in question. For employment and non-food shopping, the nearest settlement that could accommodate these activities is Bridport, however more residents chose to use Dorchester. Similarly, for top-up shopping the nearest locations are Modbury Farm Shop and Abbotsbury, however people chose to carry out this activity in Bridport, which is more easily accessible despite being further away, and has a wider choice of shops.

Mosterton (Population: 610²⁷, Households: 275²⁸)

Background to the village

Mosterton is one of the medium-sized villages in the study, comparable in size to Charlton Down. In 2004 there were 610 residents²⁹. It is located in the north-west of the district, on the main road between Beaminster and the towns of Crewkerne and Yeovil in Somerset. The nearest town to Mosterton is Beaminster, approximately 5km away, and its nearest large village is Broadwindsor to its south. The village benefits from having a pub, a post office, a village hall and a church. There is also a school within the village, which currently caters for 100 primary aged pupils³⁰. More detailed information about the village is shown in Appendix 3.

Figure 28: Map of Mosterton



Reasons for moving to the village

From studying when the respondents moved to the village it would appear that the influx of people into the village has increased in recent years, with 19% of respondents having moved into Mosterton between 2005 and 2006. This compares to seven new households per year between 2000 and 2004, and five new households per year between 1995 and 1999. Just under a half of the households who have moved in since 2000 contain someone aged over 60. This correlates with the reasons given for moving to Mosterton with retirement (20%), and living in a nice area (21%) being the most common motives. Buying a larger property was another popular reason for moving to Mosterton. 20% of the residents believed that they will move from the village within five years, but for a number of different reasons.

²⁷ Dorset County Council (2005) *Parish and Ward Population Estimates for Dorset*

²⁸ Office for National Statistics (2001) *Census key statistics*

²⁹ Dorset County Council (2005) *Parish and Ward Population Estimates for Dorset*

³⁰ Dorset County Council (2007) *School roll numbers*

Access to healthcare

There is no doctors surgery in Mosterton, however most of the residents (97%) travel no further than 5km to visit the doctor, to either Beaminster or Crewkerne. A high proportion (95% of people) use the car to carry out this journey. 2% of people use the bus. There are several bus services during the day to both locations, however it is likely that there would be a significant wait before a return bus could be taken.

Access to employment

48% of the households in the survey have at least one member of the family in employment. Figure 29 shows the distance that people travel to work from Mosterton. A large proportion of the workforce (39%) are employed within 5km of the village. This includes the settlements of Beaminster and Crewkerne. Just under a third of respondents work between 11 and 20km from the village, covering the settlements of Bridport and Yeovil. Other work destinations are shown in Figure 30 on the following page. 4% travel over 50km to work, and a further 5% stated that they work outside of Dorset. Many of the people who work in the village travel to work by foot, but in total almost 80% of the workforce commute to work by car. The bus is not used at all, but then the village does not have a bus service that ties in with normal office hours. 77% of the people who travel to work by car, travel to the same destination as at least one other person who drives to work, so in theory they could car share with each other. In practice this is likely to be lower as not everybody works the same hours.

Figure 29: Distance travelled to work (from Mosterton)

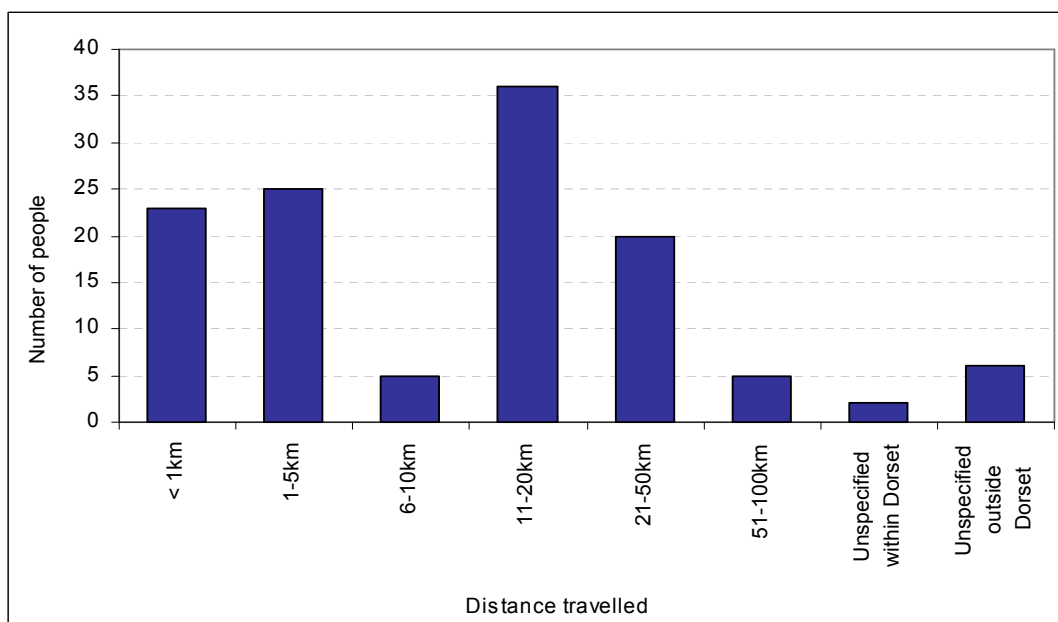
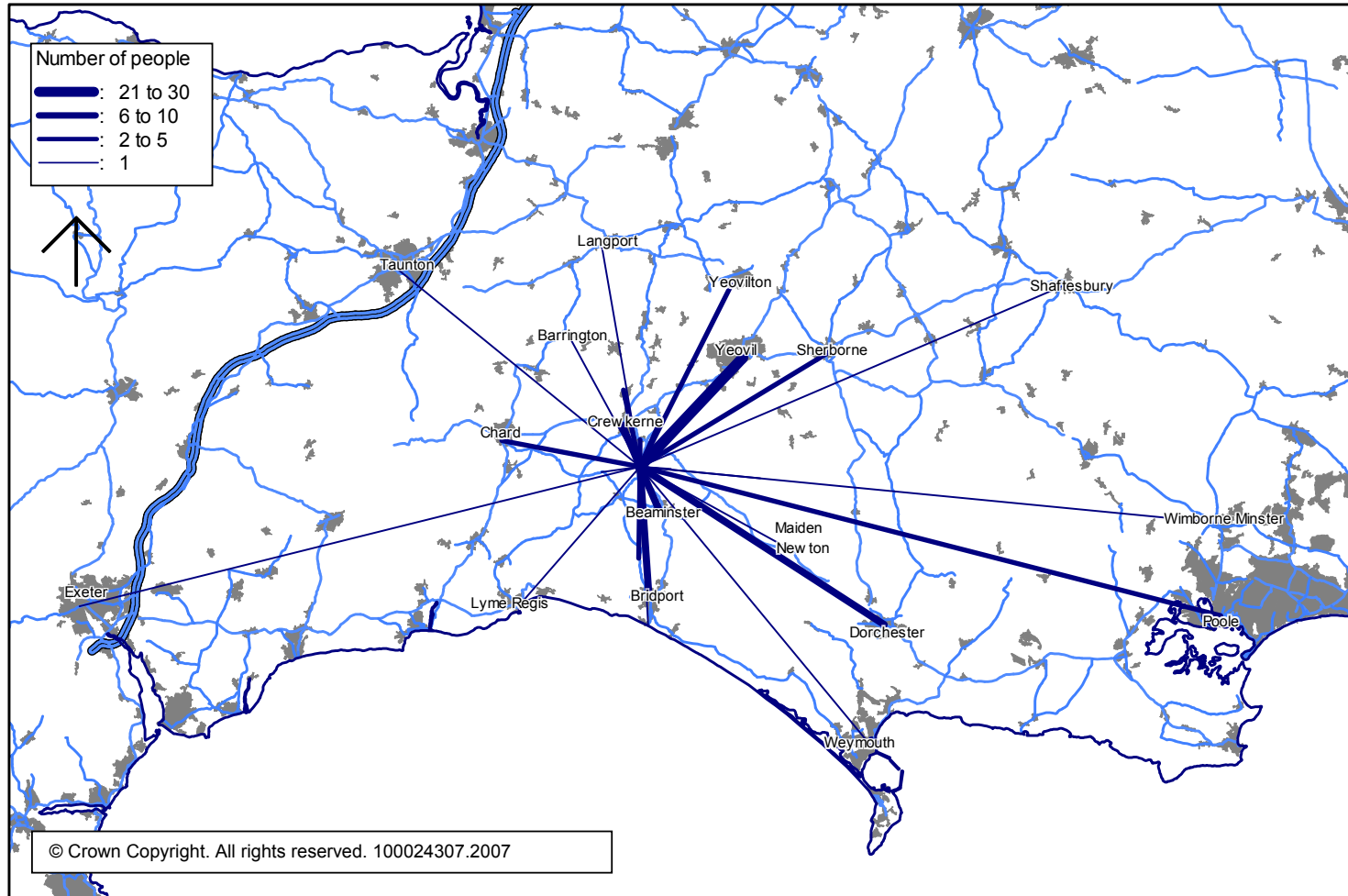


Figure 30: Work destinations from Mosterton



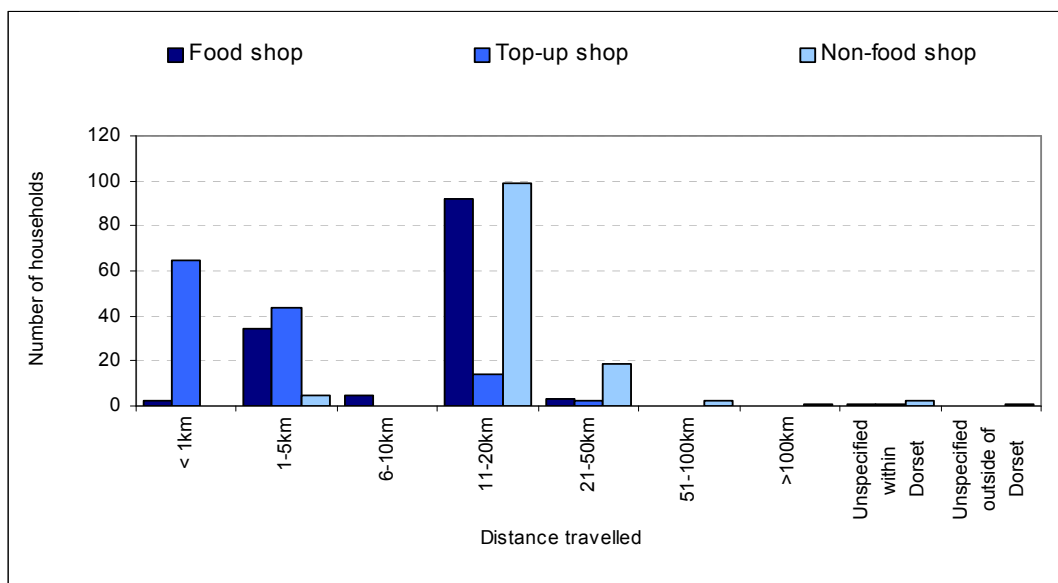
Access to education

Mosterton benefits from having a school in the village, which almost 60% of the students in the survey attend. Older students (34%) travel to Beaminster, approximately 5km away. The commute to school is more sustainable than the work commute with just under a half of students completing the trip on foot, and a third travelling by bus.

Access to food shopping

A number of respondents selected more than one destination at which they carried out their food shopping. The most popular destination was Yeovil (39% responses), followed by Crewkerne (29% responses) and then Bridport (22% responses). It is interesting that more people travel to Yeovil than Crewkerne, when Crewkerne would be the nearest settlement to carry out this activity (Table 10), but it could be that people carry out their food shopping in Yeovil whilst they are in the town for another reason. In fact, a third of respondents carry out their food shopping in the same settlement in which they work, and a similar proportion stated that they combined their food shopping with other journeys some, or all of the time. Over 90% carry out the trip to food shopping in their car, but as already stated it could be that this was combined with another outing in the vehicle. Food shopping on the internet is carried out by 8% of the respondents, a similar proportion to other villages.

Figure 31: Distance travelled for shopping (from Mosterton)



Access to top-up shopping

Mosterton has a village shop, which half of the residents use to carry out their top-up shopping of essential grocery items. These trips within the village are usually carried out on foot. Approximately a third of respondents travel 5km to either Beaminster or Crewkerne to carry out their top-up shopping, a journey that is generally carried out by car. For those people who travel outside of Mosterton for their top-up shop, a third carry out this activity in the same town in which they work.

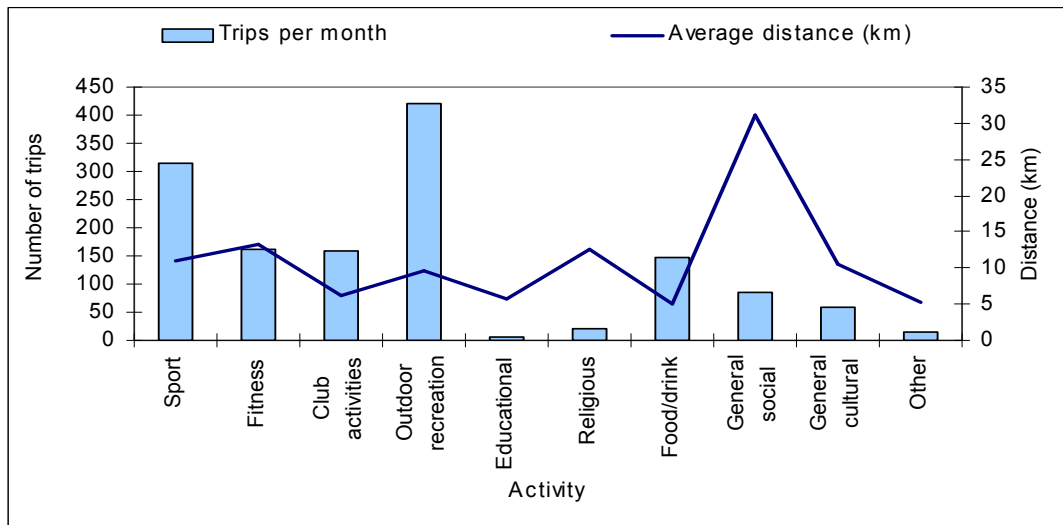
Access to non-food shopping

Non-food shopping is generally carried out at greater distances than food related shopping as people carry out this activity less often and are willing to travel further to the places that meet their individual needs and tastes in non-food items. This is the case for Mosterton with 77% of the respondents travelling between 11 and 20km, and a further 15% travelling between 21 and 50km. Yeovil is by far the most popular destination (70% responses), followed by Dorchester (9% responses) and then Bridport (8% responses). Whilst Crewkerne and Chard are the nearest destinations where non-food shopping could be carried out (Table 8), the fact that people are willing to travel further to shop at Yeovil reflects the fact that it contains a greater variety and number of shops than the other two settlements. Over 90% of households use the car to carry out their non-food shopping, but another 5% state that they use the bus. This may be because travelling to carry out shopping is not so constricted by time as travelling to work is, where for the latter an individual needs to be at their destination by a certain time. Just over a quarter of respondents carry out their non-food shopping in the settlement in which they work, and 22% stated that they sometimes carried out non-food shopping on the internet.

Access to recreation

Figure 32 shows the number of trips taken by the residents of Mosterton each month to various activities. This has been combined with the average distance travelled to carry out each activity. Most activities are carried out within 5-10km of the village. Social activities take place further away from the village, reflecting that fact that people who have moved to the village may still have friends that live some distance away. Mosterton provides a number of opportunities for club activities and outdoor recreation, but is less well placed to meet the sporting and fitness requirements of the villagers. Journeys to recreational activities within the village are generally carried out on foot with the car being the preferred mode of transport for longer journeys.

Figure 32: Monthly trips to activity with average distance travelled (from Mosterton)



Use of settlements

Table 10 shows that the most popular settlement for carrying out an activity is not necessarily the nearest one to the village. Yeovil is a large settlement and as such it wields a greater influence than Crewkerne and Chard.

Table 10: Use of nearest facilities to Mosterton

	First nearest settlement	Use (%)	Second nearest settlement	Use (%)	Most popular settlement	Use (%)
Employment	Crewkerne	6	Chard	2	Yeovil	19
Doctor	Beaminster	78	Crewkerne	20	Beaminster	78
Main food shopping	Crewkerne	29	Chard	6	Yeovil	39
Top up shopping	Mosterton	54	Broadwindsor	1	Mosterton	54
Main non-food shopping	Crewkerne	4	Chard	1	Yeovil	70

*Education not included as not always allowed to attend nearest school

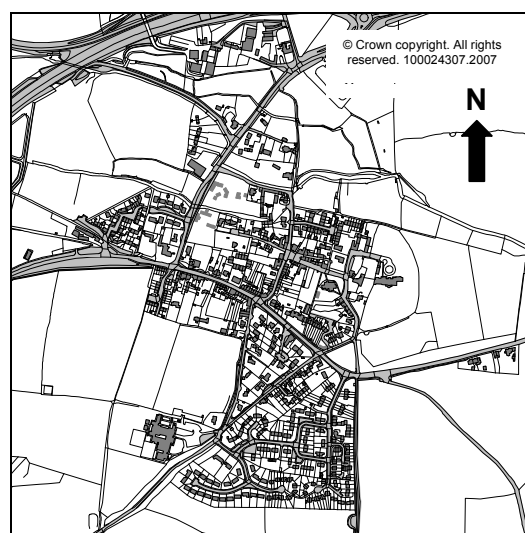
** % excluding those who did not answer the question

Puddletown (Population: 1260³¹, Households: 550³²)

Background to the village

Puddletown is one of the larger villages in the study, containing 1260 residents in 2004³³. It is situated in the east of the district, just under 8km from Dorchester. Villages close to Puddletown include Tolpuddle to the east, and Piddlehinton to the north. The village has a first school and a middle school, with 126 and 486 pupils respectively³⁴. It also has a pub, a shop, a library, a doctor's surgery, a village hall and a church. More detailed information about the village is shown in Appendix 3.

Figure 33: Map of Puddletown



³¹ Dorset County Council (2005) *Parish and Ward Population Estimates for Dorset*

³² Office for National Statistics (2001) *Census key statistics*

³³ Dorset County Council (2005) *Parish and Ward Population Estimates for Dorset*

³⁴ Dorset County Council (2007) *School roll numbers*

Reasons for moving to the village

Almost half (49%) of the households surveyed had moved to the village since the year 2000. There seems to be a balanced mix in the age of incomers to the village with a third of households moving in during the last year containing at least one child under the age of ten and just over one third containing at least one member over the age of 60 years. People cited a number of reasons for moving to the village including a change in personal circumstances (17%), to live in a nice area (13%), or to be nearer to relatives (13%). Retirement and workplace relocation each accounted for 12% of reasons given. 7 % of the respondents believed that they would move within two years, and a further 14% believed they would move from the village with three to five years. The main reasons cited for wanting to move from the village were to find a larger property (4%), to move nearer to relatives (3%) and due to employment relocation (3%).

Access to healthcare

Puddletown has its own doctor's surgery which 94% of the population frequent. Almost three quarters of these people walk to the surgery, 16% drive and the rest stated that they sometimes walked and on other occasions drove there.

Access to employment

46% of respondents that completed the survey stated that at least one member of the household was in employment. Almost half of these people work within six to ten kilometres of the village, with Dorchester being the most popular destination in this category. Other destinations are shown in Figure 35 on the following page. 23% of people travel 21-50km to Poole and Weymouth. 3% of workers are long distance commuters who travel over 100km to reach work.

Figure 34: Distance travelled to work (from Puddletown)

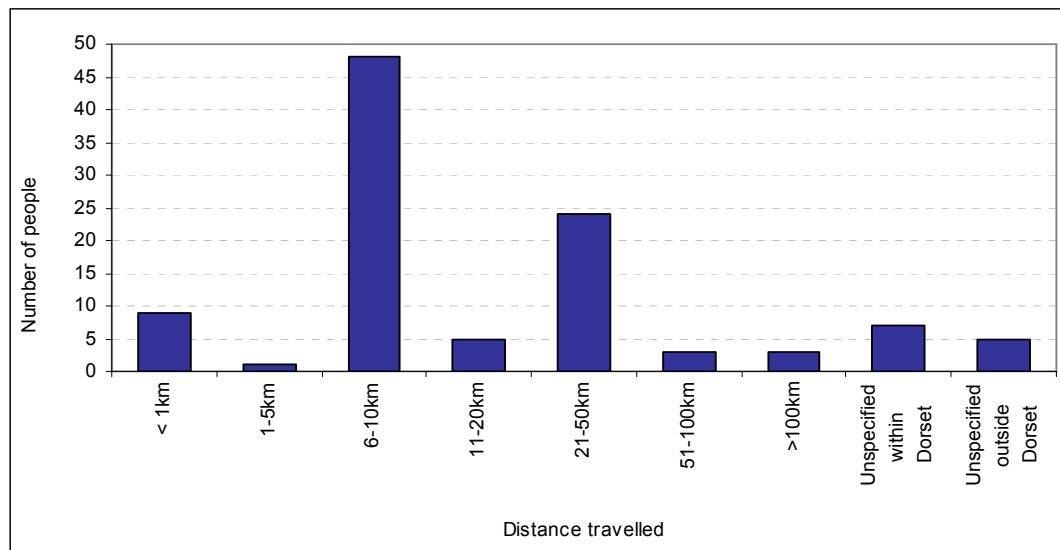
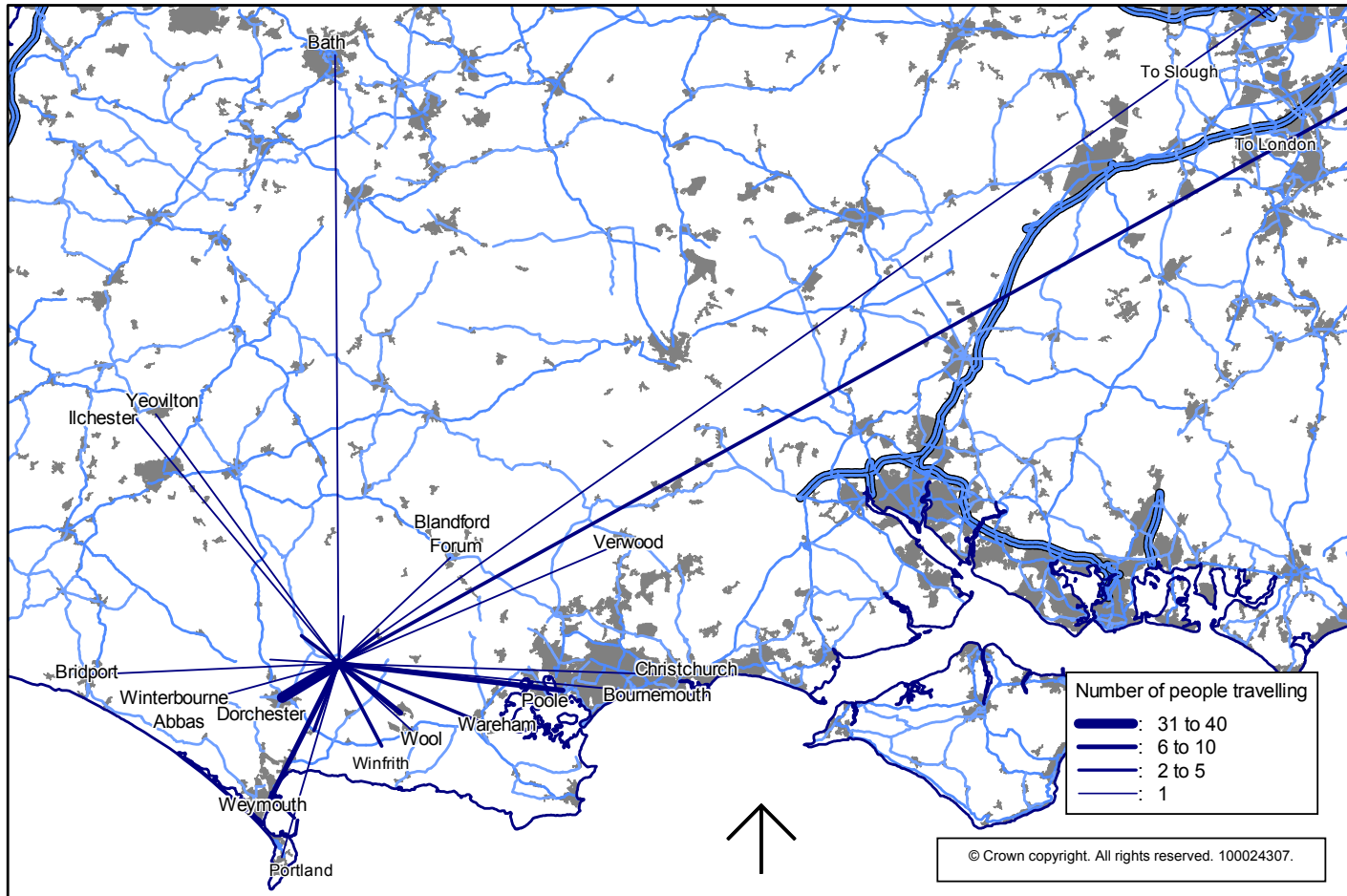


Figure 35: Work destinations from Puddletown



2% of these people carry out this journey on the train. The car is the main method of transport to work (84%). It is possible to use the bus to get to Dorchester for normal office hours, and in fact one person does use the bus to make this journey. As Dorchester is the main work destination, sustainability would be greatly improved by more people who work in this town using the bus. Car sharing is another possibility as 66% of people who travel to work by car, work at the same destination as at least one other resident who drives to work.

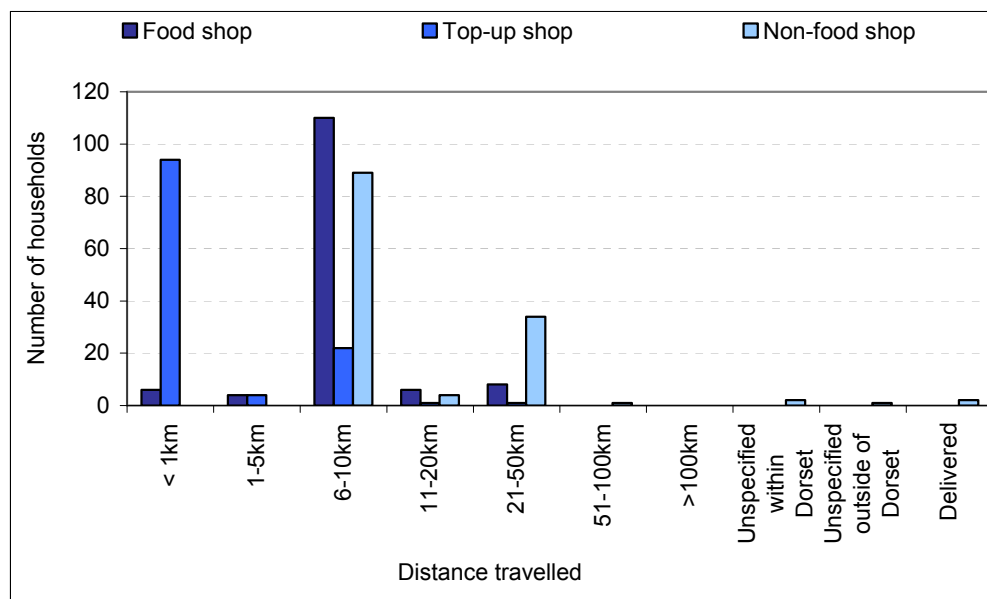
Access to education

There is a first and middle school in Puddletown, and this is the place of study for over half of the students in the survey. All the students who attend school in the village walk to their destination. 35% of students travel 6-10km, mainly to Dorchester. This journey is predominantly taken by bus.

Access to food shopping

Some people specified more than one location at which they carry out their food shop. The most popular location was Dorchester (83% responses), followed by Puddletown (7% responses) and then Poole (6% responses). The car was the preferred mode of transport for this trip (86% of respondents) although 4% of people stated that they used the bus showing that it is possible to reach a supermarket using public transport. It is possible that people carry out food shopping whilst on other car journeys. In fact, 30% of households stated that they combine their food shopping with other activities some, or all of the time. Further analysis of the results shows that 42% of people carry out their food shopping in the same town in which they work. The internet is used for food shopping by only 7% of the residents of Puddletown, a lower percentage than for some of the other villages.

Figure 36: Distance travelled for shopping (from Puddletown)



Access to top-up shopping

Top-up shopping for essential groceries is carried out in the village shop by over three quarters of the residents. Trips to the village shop are mainly carried out on foot. A further 18% of respondents carry out their top-up shopping in Dorchester. For those people who don't carry out their top-up shopping in the village, half carry out the shopping in the same town that they work in. The journey for top-up shopping outside of the village is predominantly carried out by car.

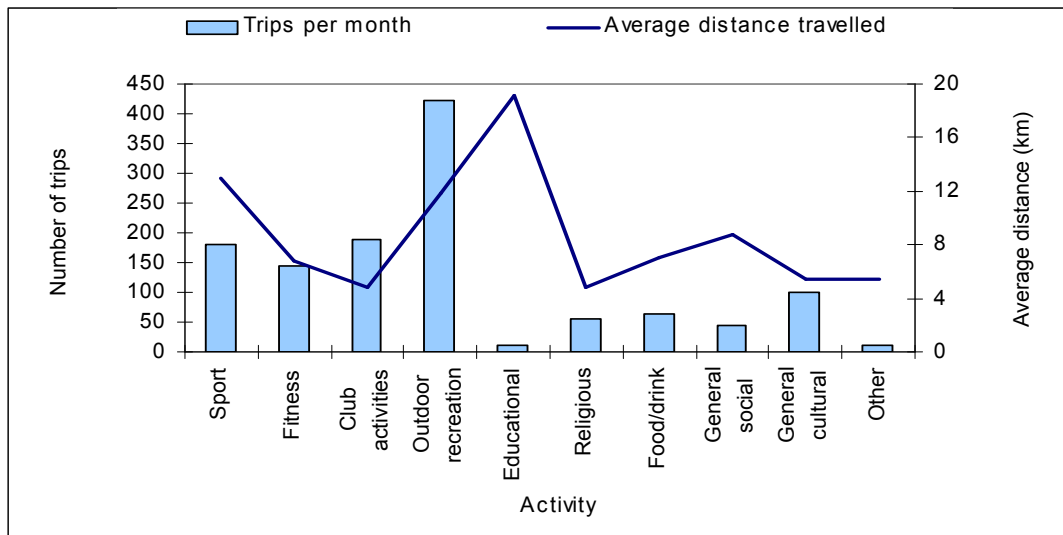
Access to non-food shopping

Figure 36 shows that people tend to travel further for non-food shopping than they do for food related shopping. A number of people specified more than one destination, in which case an average of the distances travelled was taken. Most people (67%) travel between 6 and 10km from the village, mainly to Dorchester. A quarter of the residents travel 21-50km from the village, to Bournemouth, Poole, Weymouth and Yeovil. The bus is utilised by more people (5%) for this journey than it is for other food related shopping, but 84% still chose to carry out the trip by car. Just under 30% of people carry out non-food shopping the same town in which they work, and 18% use the internet to carry out their non-food purchases.

Access to recreation

Puddletown provides opportunities for various forms of recreation, however some people chose to travel further away to carry out leisure activities, which increases the average distance travelled to each activity (Figure 37). Having said that, 45% of activities take place within the village. Travel within the village is predominantly carried out on foot, with the car being the preferred mode of transport for activities taking place outside of Puddletown.

Figure 37: Monthly trips to activity with average distance travelled (from Puddletown)



Use of settlements

Table 11 shows whether the residents of Puddletown travel to the nearest settlement that is able to meet their needs for the activities specified. The greater proportion of residents do seem to travel to the nearest settlement that meets their needs.

Table 11: Use of nearest facilities to Puddletown

	First nearest settlement	Use (%)	Second nearest settlement	Use (%)	Most popular settlement	Use (%)
Employment	Dorchester	33	Weymouth	7	Dorchester	33
Doctor	Puddletown	94	Crossways	0	Puddletown	94
Main food shopping	Dorchester	83	Weymouth	3	Dorchester	83
Top up shopping	Puddletown	78	Crossways	1	Puddletown	78
Main non-food shopping	Dorchester	67	Weymouth	4	Dorchester	67

*Education not included as not always allowed to attend nearest school

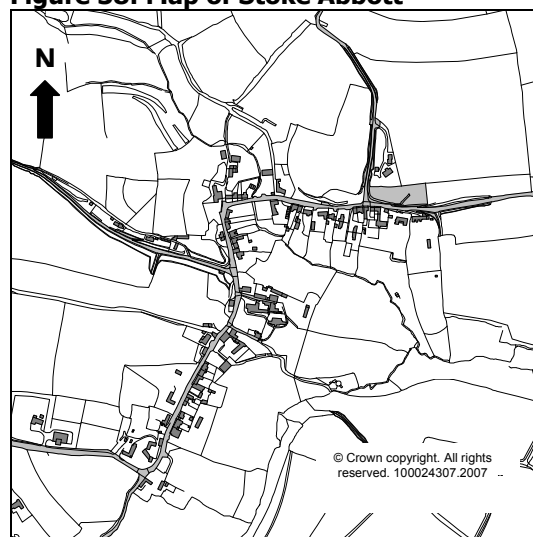
** % excluding those who did not answer the question

Stoke Abbott (Population: 220³⁵, Households: 124³⁶)

Background to the village

Stoke Abbott is located in the west of the district, just over 3km from Beaminster, in between the villages of Netherbury and Broadwindsor. It is one of the smaller villages in the study, with a population of 220 in 2004³⁷. There are no shopping facilities in the village, but two community buildings in the form of a village hall and a church. Broadwindsor and Beaminster are the nearest settlements with shops and pubs. Further information about the village see Appendix 3.

Figure 38: Map of Stoke Abbott



³⁵ Dorset County Council (2005) *Parish and Ward Population Estimates for Dorset*

³⁶ Office for National Statistics (2001) *Census key statistics*

³⁷ Dorset County Council (2005) *Parish and Ward Population Estimates for Dorset*

Reasons for moving to the village

Stoke Abbott is a small village which means there are less opportunities for migration into the village than in larger settlements. From the response to the questionnaire it would appear that there has been a small increase in the number of people moving into the village each year, from 0.5 households annually over 1980-1989, to 1.4 households annually over 1995-1999, to four households moving to the village between 2005 and 2006. Of the households moving in during 2005 and 2006, none contained any children under the age of ten, or anyone aged over 60. Of the households that moved to the village between 2000 and 2004, a quarter now contain at least one child under the age of ten, and 42% contain someone aged over 60. The main reason given for moving to the village was due to a change in personal circumstances (30%). Other deciding factors were to live in a nice area (20%), workplace relocation (13%) and retirement (13%). Just over a quarter of the respondents believed that they would move from the village within five years, the main reasons given for wanting to move being due to a change in circumstances (9%) or to find a smaller property (7%).

Access to healthcare

The nearest doctor's surgery to the village is located in Beaminster, 3.4km from Stoke Abbott. Over 80% of the residents attend this surgery, with a further 18% travelling 6-10km to Bridport to visit the doctor. Due to the location of the surgeries, walking is not really an option for travel. Almost 98% of residents visit the doctors by car. Nobody uses the bus, but the timetables show that the bus service to either destination from the village is infrequent, and requires a lengthy wait at Broadwindsor for a connecting service.

Access to employment

50% of responders stated that at least one member of their households was in employment. Figure 39 shows the distance that people travel to work from Stoke Abbott.

Figure 39: Distance travelled to work (from Stoke Abbott)

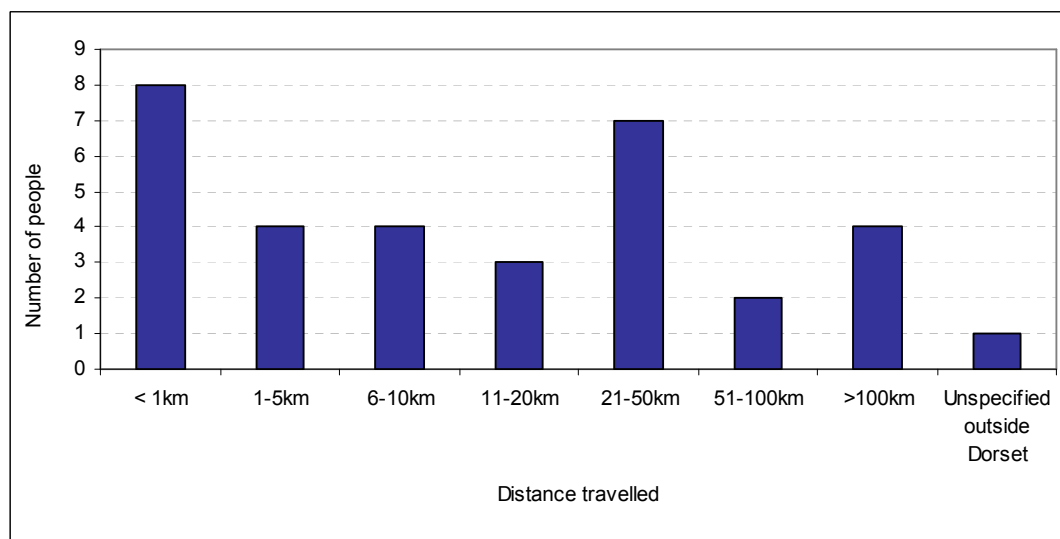
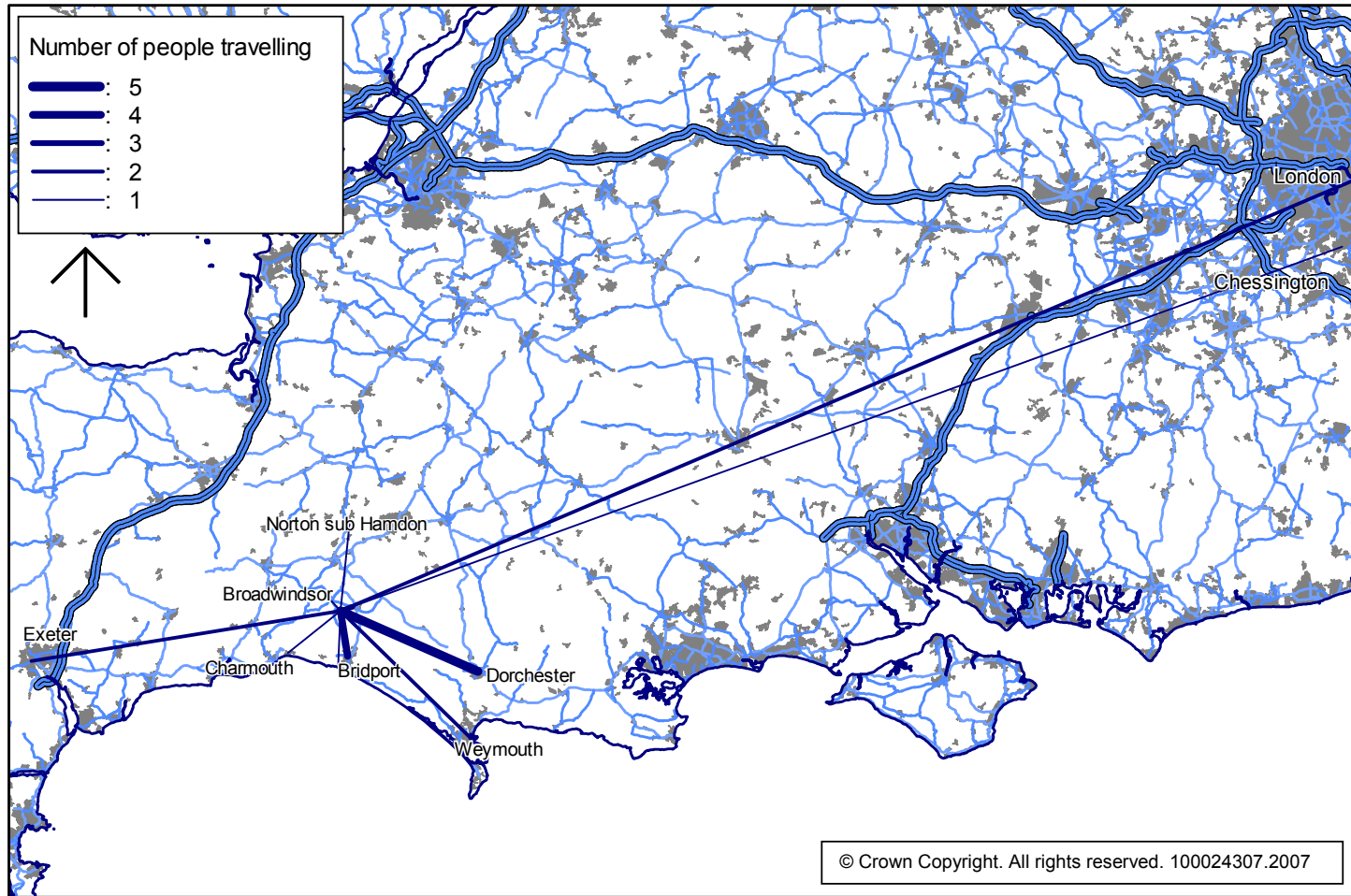


Figure 40: Work destinations from Stoke Abbott



A large proportion work from home (24%), or commute to Dorchester or Weymouth between 21 and 50km away (21%). The surrounding area appears to provide a number of opportunities for employment, notably Beaminster and Bridport. 4% of people commute over 100km to reach work (with 3% travelling to London, although one individual stays there during the week). Workplace destinations are shown in Figure 40 on the previous page. 70% of workers travel to work by car, with the long distance commuters favouring the train for the journey. As noted previously, the constricted bus timetable means there is little opportunity to commute by bus. Car sharing could be used more frequently, as analysis showed that of the people who drove to work, 70% work at the same destination as at least one other driver.

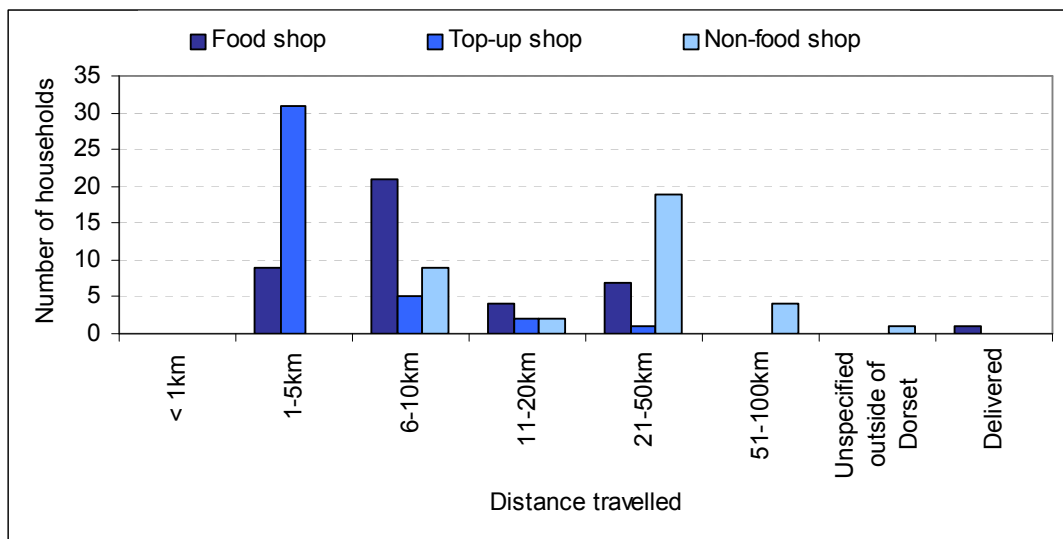
Access to education

The furthest any students travel to education from the village is 11.4km, to North Perrott. Half of the students travel to Beaminster, where the nearest school is located. Due to the distance to the nearest school, walking is not really an option. All the students travel by car.

Access to food shopping

Bridport (50% responses) was the most popular location for this activity, with Beaminster accounting for 24% responses. This means the majority of households travel no further than 10km to carry out their food shopping. For those that do travel further, this tends to be to either Dorchester or Yeovil, and correlation shows that this tends to be combined with other journeys at least some of the time. For all destinations, 50% of residents stated that the food shopping trip is combined with other journeys some, or all of the time and 20% of people carry out their food shopping in the same town that they work in.

Figure 41: Distance travelled for shopping (from Stoke Abbott)



Almost 90% of the households use their car to carry out the food shopping journey, however the bus was the method of transport chosen by 7% of shoppers, even though it is infrequent. Those who did choose to use the bus were not in employment, so perhaps have less restrictions on their time. 7% of people stated that they sometimes used the internet for food shopping, with one of these individuals using the internet for all their food shopping.

Access to top-up shopping

Top up shopping covers the groceries that tend to run out more frequently than a weekly food shop. The most popular location for this activity was Beaminster (60% responses) even though the shop in Broadwindsor is (slightly) closer. Broadwindsor accounted for 19% responses. Over 90% of the residents carry out this journey by car, which means that people may be driving further to carry out this activity than is actually necessary. Only 20% of people carried out their top up shopping in the same town that they work in.

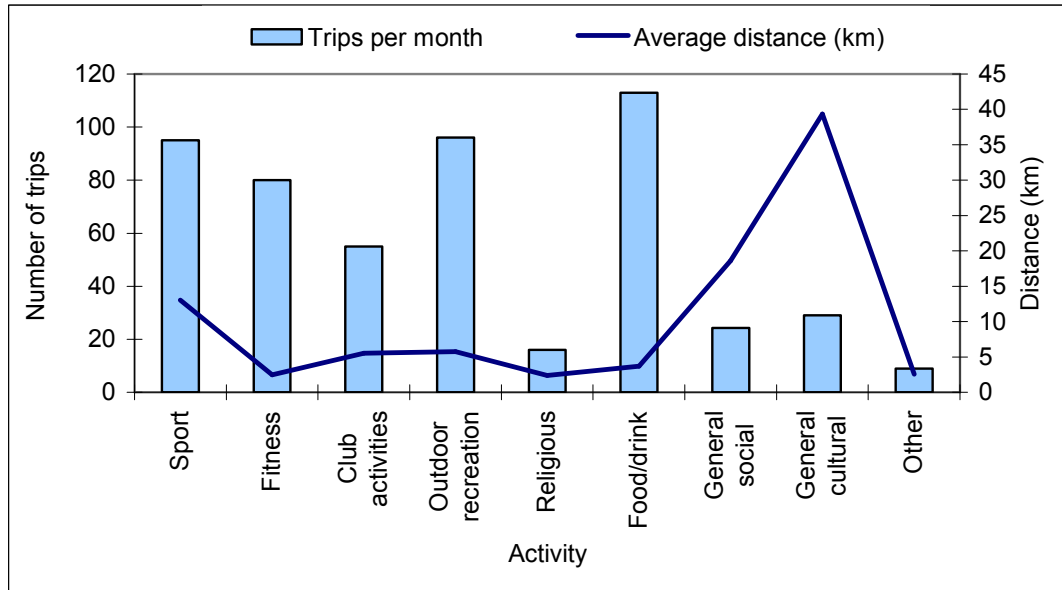
Access to non-food shopping

As Figure 41 shows, people tend to travel further to carry out non-food shopping than when they carry out food related shopping. The most popular destinations were Bridport and Yeovil (29% responses each), however due to people specifying multiple destinations even further away, the most frequent average distance travelled to carry out non-food shopping was between 21 and 50km. Some individuals were willing to travel even further away, to Bournemouth, Bristol and Exeter. The car was the preferred method of transport for 94% of people. 20% of respondents stated that they carried out some non-food shopping on the internet.

Access to recreation

There appears to be many opportunities for recreation in, and local to Stoke Abbott. Apart from sport, social and cultural activities, the average trip length is less than 6km from the village. Social and cultural activities, whilst taking place further away from the village, take place less frequently. Sport tends to take place in larger settlements than Stoke Abbott, where the more specialist facilities (swimming pools, pitches etc) are available. The car is used to reach 75% of activities, but the availability of recreational activities within the village means that just under 20% of activities are reached either on foot or by bicycle.

Figure 42: Monthly trips to activity with average distance travelled (from Stoke Abbott)



Use of settlements

Table 12 shows that the residents of Stoke Abbott do not always travel to the nearest settlement that could meet their needs for various activities. Although Beaminster is able to meet the needs of main food shopping, it tends to be overlooked in favour of Bridport where there is more choice. The same is true for top-up shopping, where Broadwindsor, which is slightly nearer, is bypassed in favour of Beaminster.

Table 12: Use of nearest facilities to Stoke Abbott

	First nearest settlement	Use (%)	Second nearest settlement	Use (%)	Most popular settlement	Use (%)
Employment	Bridport	12	Crewkerne	0	Stoke Abbott	26
Doctor	Beaminster	81	Bridport	18	Beaminster	81
Main food shopping	Beaminster	24	Bridport	50	Bridport	50
Top up shopping	Broadwindsor	19	Beaminster	60	Beaminster	60
Main non-food shopping	Bridport	29	Crewkerne	2	Yeovil & Bridport	29

*Education not included as not always allowed to attend nearest school

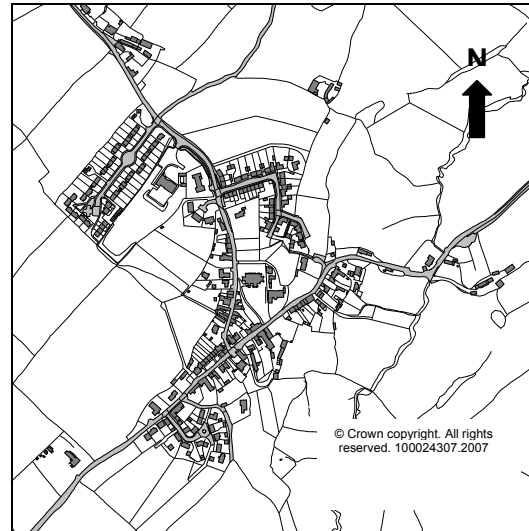
** % excluding those who did not answer the question

Thorncombe (Population: 730³⁸, Households: 335³⁹)

Background to the village

Thorncombe is a medium sized village, slightly larger than Charlton Down and Mosterton. In 2004 there were 730 residents⁴⁰. A survey of rural facilities carried out early on in 2006 showed it to have a shop, a village hall and a church. It also benefits from having a school, currently catering for 66 pupils⁴¹. Its nearest town in West Dorset is Beaminster, just over 13km away. However Chard is only 9km away, just over the border in Somerset. Appendix 3 provides more detailed information about the village.

Figure 43: Map of Thorncombe



Reasons for moving to the village

Over a third of the respondents from Thorncombe had moved to the village since the year 2000. The most prevalent reason for people having moved to the village was to live in a nice area (25%), followed by a change in personal circumstances or retirement (17% each). Analysis of people's answers for 'other' showed that a number of people had moved to the village because they had strong ties to the area. More than three quarters of the residents intend to live in the village for more than six years, and there appeared to be no overriding reason for people wishing to leave the village.

Access to healthcare

The nearest doctor's surgery to Thorncombe is located in Chard, followed by Crewkerne. Between them they are visited by 84% of the residents of the village. A number of other settlements were listed, including Axminster, Beaminster, Charmouth and Lyme Regis, all located between 11 and 20km from the village. Thorncombe is located a similar distance away from a number of settlements, and as such does not appear to have an affiliation to any one in particular.

³⁸ Dorset County Council (2005) *Parish and Ward Population Estimates for Dorset*

³⁹ Office for National Statistics (2001) *Census key statistics*

⁴⁰ Dorset County Council (2005) *Parish and Ward Population Estimates for Dorset*

⁴¹ Dorset County Council (2007) *School Role Numbers*

Access to employment

Half of the respondents had at least one member of their household in employment. Figure 44 shows that Thorncombe was the most popular place of work (40%), showing that there is a high percentage of homeworking. This may be because it is one of the remoter villages in West Dorset. The towns of Chard and Crewkerne, located 6-10km from the village are other popular employment destinations. 19% of commuters travelled between 6-10km for work. 14% of people stated that they worked at various places outside of Dorset, but this does not necessarily mean that they commute a long way from Thorncombe as it is located close to the borders of Devon and Somerset. There were several long distance commuters who travel as far as Reading, Slough and London. Other employment destinations are shown on Figure 45 on the following page. Just over 60% of people use the car to reach work. 17% did not specify a mode of transport, but as these were people who worked in Thorncombe it can be assumed that they work from home. Most of the people who work in Thorncombe carry the journey out on foot. Analysis of the results showed that of those people who drive to work, 40% work at the same destination as at least one other car driver, which indicates that there is some potential for car sharing.

Access to education

Thorncombe benefits from having a school located in the village. 35% of the students in the survey attend this school and all travel to school on foot. Another 35% attend school in Lyme Regis. The furthest travelled to education is 137.3km to Southampton. 45% of students use public transport to reach school (bus or train), with 20% using the car.

Figure 44: Distance travelled to work (from Thorncombe)

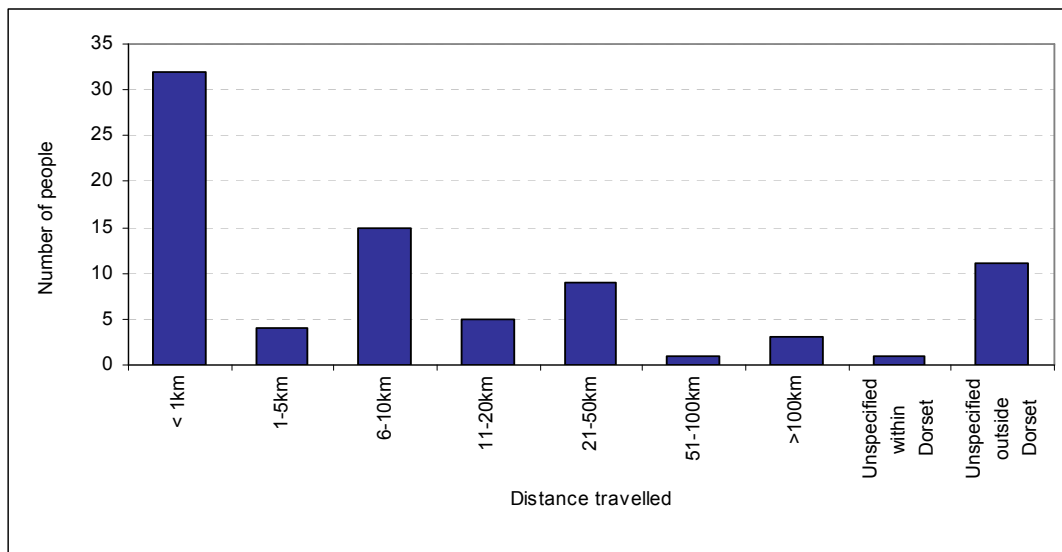
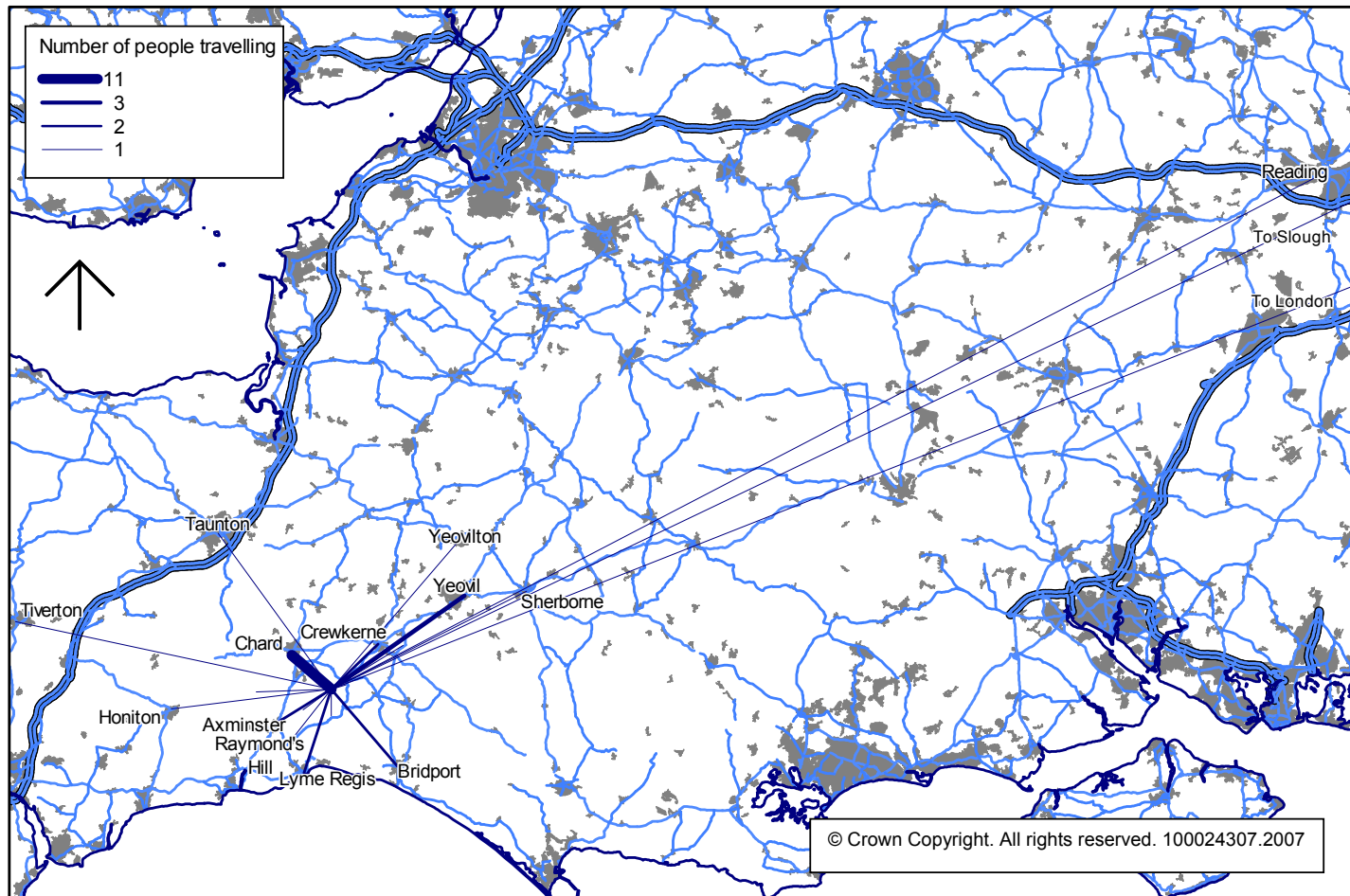


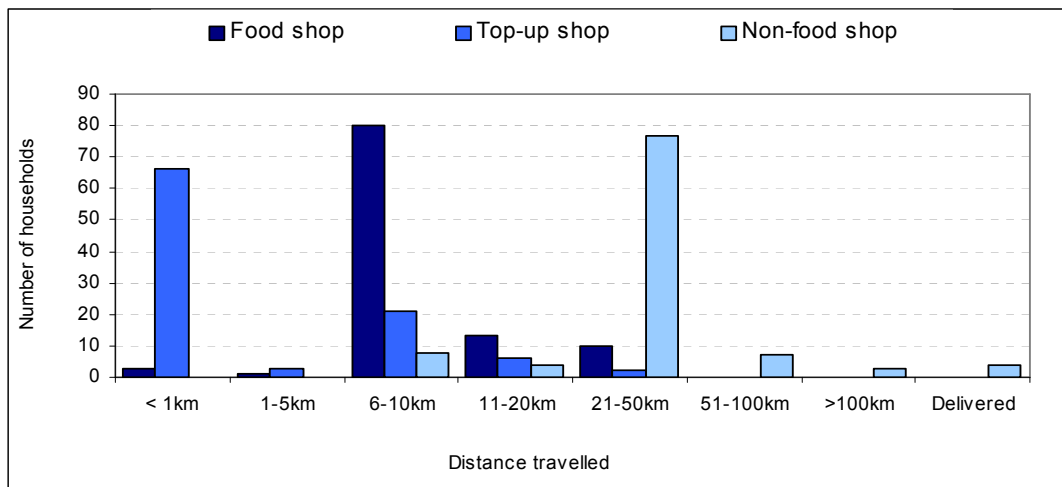
Figure 45: Work destinations from Thorncombe



Access to food shopping

Food shopping is an essential activity for all the households and some respondents specified multiple locations for this activity. Chard was the preferred location (73% of responses) followed by Axminster (10% responses) and then Yeovil (6% responses). No one travels further than 21-50km to carry out this activity (Figure 46). Just over 30% of respondents stated that they combined their food shopping with other journeys most, or all of the time and 19% of the people surveyed shop in the same town that they work in. None of the respondents carry out their food shopping on the internet. Over 90% of respondents use their car to complete this chore.

Figure 46: Distance travelled for shopping (from Thorncombe)



Access to top-up shopping

Top up shopping is mainly carried out in the village shop with 67% of villagers travelling less than 1km to carry out this activity (Figure 46). Chard was another popular location, situated just under 10km from Thorncombe. Just over a quarter of those surveyed carry out their top up shopping in the same town in which the work, showing that they may be combining journeys. Over a half of respondents (52%), carry out their top up shopping by bike or on foot. The car is used by 38% of people, mainly to reach destinations further away than the village shop.

Access to non-food shopping

As Figure 46 shows, non-food shopping tends to take place at greater distances than food related shopping because it takes place less often and people are more specific regarding their goods. The most popular locations are Taunton and Yeovil (21-50km away), which have a more diverse range of shops than nearer towns such as Chard and Crewkerne. 3% of people are willing to travel over 100km to carry out non-food shopping. 82% of people use the car to carry out their non-food shopping, with some individuals using the bus and train, and 11% not specifying a mode of transport. Only 6% of people carry out their non-food shopping in the same town that they work in. 30% of people use the internet to carry out their non-food

shopping which is interesting when no people use the internet to carry out their main food shopping.

Access to recreation

There are a number of opportunities for recreation within the village of Thorncombe, however some people choose to travel further to carry out these activities. This is shown in Figure 47, below. Club activities are particularly well represented in the village. The activities that do take place further away tend to be carried out less frequently than those taking place closer to the village. 41% of activities are reached on foot or by bicycle, and these are the ones that tend to be located in or near to the village. The car is used to reach just over half of all activities and public transport is not used at all.

Figure 47: Monthly trips to activity with average distance travelled (From Thorncombe)

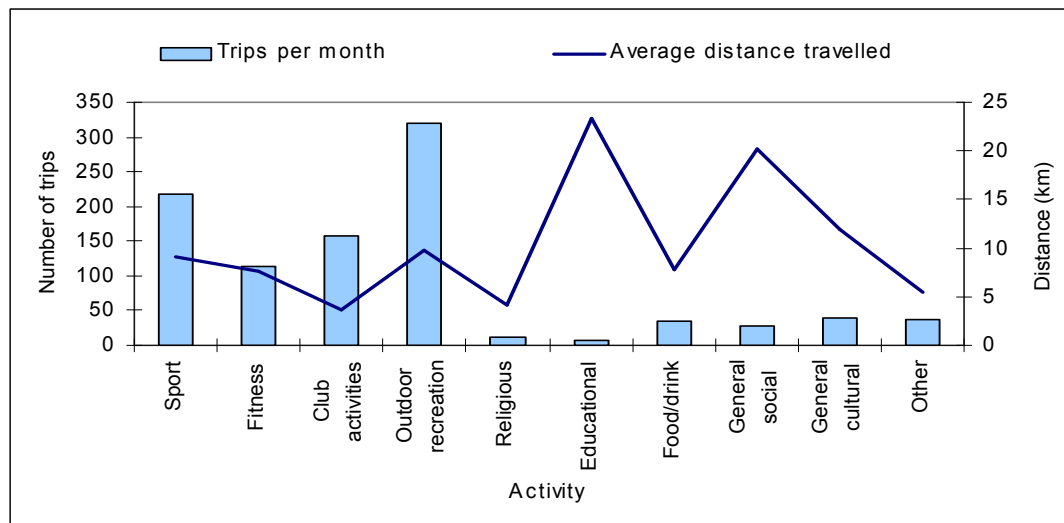


Table 13: Use of nearest facilities to Thorncombe

	First nearest settlement	Use (%)	Second nearest settlement	Use (%)	Most popular settlement	Use (%)
Employment	Chard	13	Crewkerne	2	Thorncombe	39
Doctor	Chard	83	Crewkerne	2	Chard	83
Main food shopping	Chard	73	Crewkerne	2	Chard	73
Top up shopping	Thorncombe	63	Winsham	2	Thorncombe	63
Main non-food shopping	Chard	9	Crewkerne	0	Yeovil	37

*Education not included as not always allowed to attend nearest school

** % excluding those who did not answer the question

Use of settlements

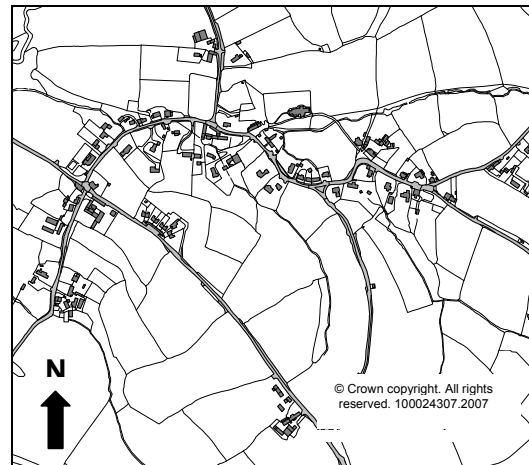
Table 13 shows the location of the nearest settlements to Thorncombe that could meet the needs of the residents for the uses listed below. For food shopping, top up shopping and visits to the doctors the respondents do tend to use their nearest settlement. For employment and non-food shopping people require more choice and therefore visit a wider range of settlements.

Whitchurch Canonorum (Population: 340⁴², Households: 355⁴³)

Background to the village

Whitchurch Canonorum is situated in the west of the district, just under 9km from Bridport. Morcombelake is the nearest village to Whitchurch Canonorum, just to its south-east. The population in 2004 was 340⁴⁴. The village has a pub, a village hall and a church. The nearest shop is located just down the road in Morcombelake. Further information about the village is provided in Appendix 3.

Figure 48: Map of Whitchurch Canonorum



Reasons for moving to the village

Just over one quarter (26%) of those surveyed had moved to the village since 2000, and the same number have moved to the village between 1995 and 1999. Of those moving to the village since 2000, 8% of households contained a child aged ten or under. 80% of households moving to the village during 2005-2006 contained at least one member aged over 60, and 50% of households that moved in between 2000 and 2004 now contain one member of the household aged over 60. The main reasons given for moving to the village were to live in a nice area (17%), due to a change in personal circumstances (17), and due to retirement (14%). Just over three quarters of the respondents believed that they would live in the village for over six years. There was no overriding reason given by people wishing to move from the village.

⁴² Dorset County Council (2005) *Parish and Ward Population Estimates for Dorset*

⁴³ Office for National Statistics (2001) *Census key statistics*

⁴⁴ Dorset County Council (2005) *Parish and Ward Population Estimates for Dorset*

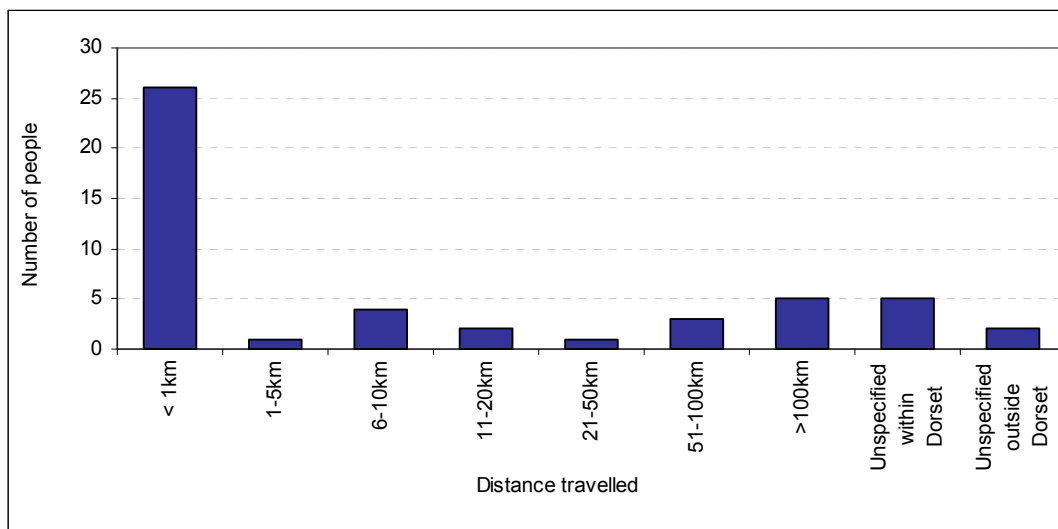
Access to healthcare

The nearest doctor's surgery is located in Charmouth, 5km away, yet only 33% of the residents visit it. Over half of the residents choose to travel further to Bridport. Beaminster is the furthest destination, 20km from the village. For 97% of residents, the car is used to reach the doctors. 2% of people complete the journey by bus, and 2% by bicycle.

Access to employment

Half of the households that responded to the survey have at least one member in employment. Over half of those in employment (53%) work in the village, showing that there is a high level of homeworking. Of the rest, there is a significant proportion of long distance workers, with 10% of workers travelling over 100km as far as London and Oxford (Figure 49 and Figure 50, following page). It is not clear whether these people stay away from home during the working week. 56% of people travel to work by car, which seems like a low figure, but 31% of respondents did not state how they travel to work. These were people who work in the village, so one might assume that they walk to their location. There is potential for some of the people who travel by car to participate in car sharing. Over 50% of drivers work in the same settlement as at least one other car driver.

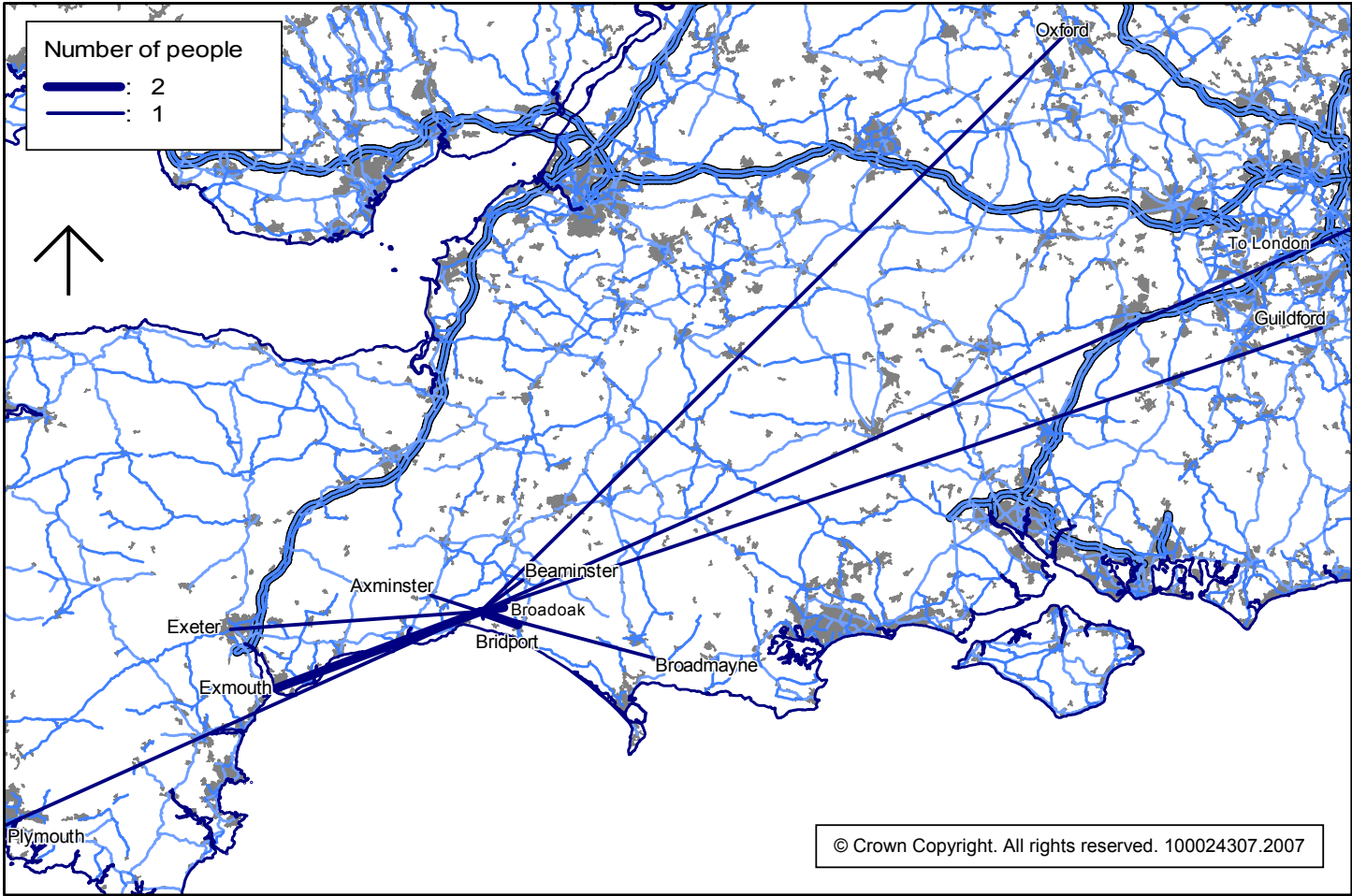
Figure 49: Distance travelled to work (from Whitchurch Canonorum)



Access to education

Just under 50% of the students in the survey travel between 6-10km to reach their place of study, the most popular destination at this distance being Lyme Regis. The shortest distance travelled is to Charmouth, 5.3km away, and the longest to Bournemouth, 80km away. Half of students travel to education by car, and a further third travel by bus.

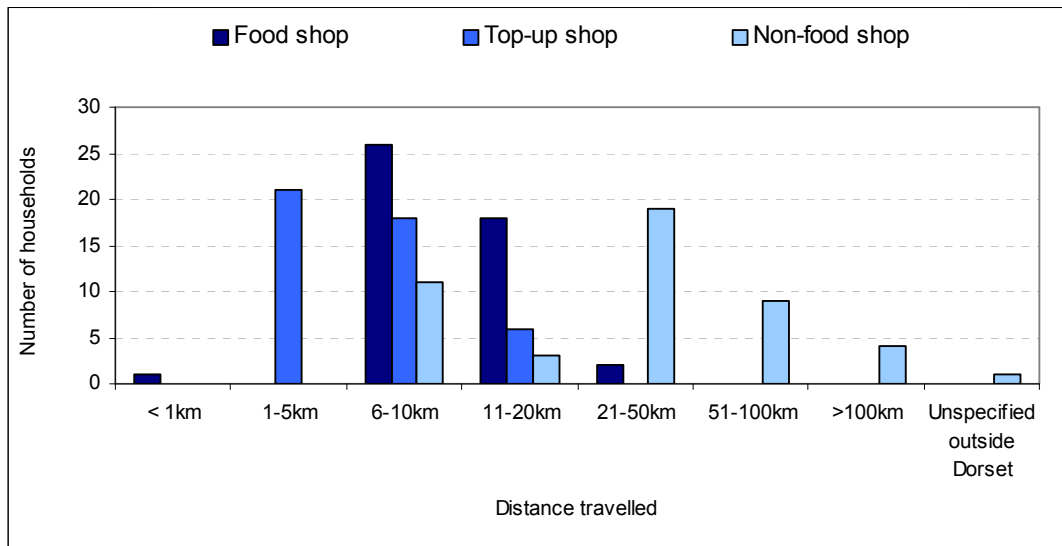
Figure 50: Work destinations from Whitchurch Canoniorum



Access to food shopping

Some of the respondents specified more than one location at which they carried out this activity. Bridport (59% responses) was the most popular location for carrying out food shopping, and the closest to the village at just under 9km away. Axminster (34% responses) was the next most popular destination, 15km from the village. One person stated that they carried out their food shopping in the village, however this was delivered to them from elsewhere. Most people use the car to carry out their food shopping, and two people use the bus to carry out their shopping in Bridport. Just under a half of the respondents specified that they combined their food shopping with other journeys most, or all of the time. Analysis of the answers showed that only 17% of people shop at the same settlement in which they work, but this is not surprising considering that most people work within the village. Just over 10% of residents use the internet to carry out their food shopping. This is similar to the proportion of residents in other villages.

Figure 51: Distance travelled for shopping (from Whitchurch Canonicorum)



Access to top-up shopping

Figure 51 shows that top-up food shopping is carried out slightly closer to the village than main food shopping. The residents tend to use shops in Morcombelake, Chideock and Charmouth, all within 5km of the village, although Bridport remains a popular location. The majority of people (87%) use the car to carry out their top-up shop.

Access to non-food shopping

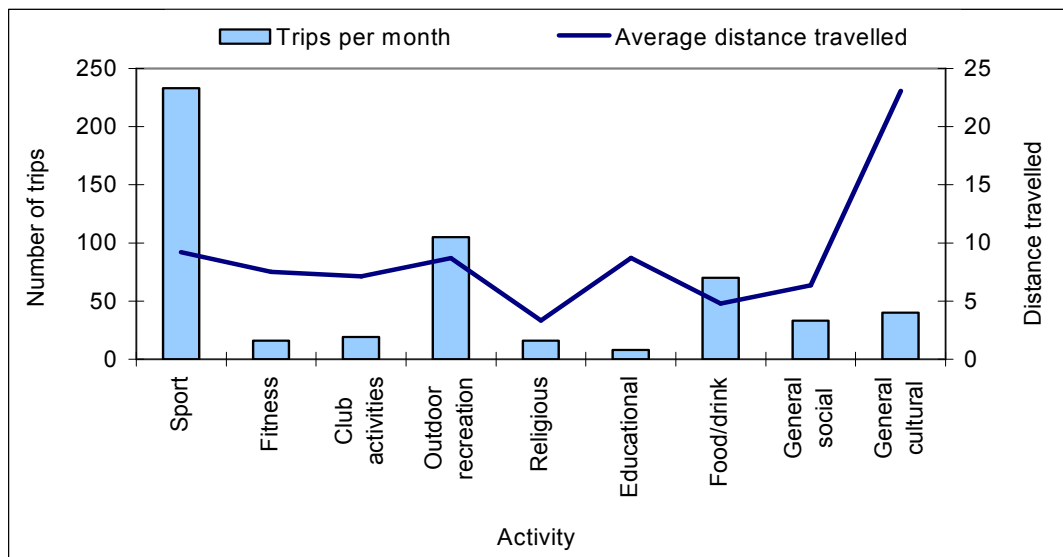
Non-food shopping tends to take place further away from Whitchurch Canonicorum than food related shopping. Bridport is the most popular destination, but most people (40%) travel between 21 and 50km to carry out non-food shopping. This distance includes Dorchester, Weymouth and Yeovil. A number of people are willing

to travel even further than 50km, to destinations such as Bristol, Exeter, Taunton and London. The car is the preferred method of transport by all households (100%). Just under 40% of the respondents answered that they used the internet for non-food shopping.

Access to recreation

Figure 52 shows the average distance travelled to carry out various recreational activities, combined with the number of times each month the activity is carried out. Whitchurch Canonorum provides opportunities to carry out a range of activities including club activities, food and drink, and outdoor recreation. A quarter of all the pursuits listed took place within the village. However those hobbies that take place outside of the village usually involve a trip of at least 6km, which increases the average distance to activity as shown in Figure 52. Over three quarters of the residents use their car to reach recreational activities. 17% of activities are reached on foot, and these tend to be the ones located in the village.

Figure 52: Monthly trips to activity with average distance travelled (from Whitchurch Canonorum)



Use of settlements

Table 14 shows whether the residents of Whitchurch Canonorum tend to use the nearest settlement to them that can meet their needs. For main food and non-food shopping, the greater proportion of people tend to use the nearest settlement to them, Bridport. Interestingly Lyme Regis seems to be underutilised by the residents of the village, even though it is the second nearest settlement that could meet the need to the villagers.

Table 14: Use of nearest facilities to Whitchurch Canonicorum

	First nearest settlement	Use (%)	Second nearest settlement	Use (%)	Most popular settlement	Use (%)
Employment	Bridport	4	Lyme Regis	0	Whitchurch Canonicorum	54
Doctor	Charmouth	33	Bridport	51	Bridport	51
Main food shopping	Bridport	59	Lyme Regis	0	Bridport	59
Top up shopping	Morcombelake	10	Chideock	6	Bridport	38
Main non-food shopping	Bridport	21	Lyme Regis	0	Bridport	21

*Education not included as not always allowed to attend nearest school

** % excluding those who did not answer the question