



## **Cliffe and Cliffe Woods Residents Development Group**

Cliffe and Cliffe Woods Residents Development  
Group

# Potential Access Routes to Relocated Sport's Facilities in Cliffe, Kent

Analysis of Survey Responses from  
residents of Cliffe regarding access routes  
to the sports facilities proposed as part of  
planning application MC/22/0254.

Planning Inspectorate Reference: APP/A2280/W/22/3313673  
Local Planning Authority Reference. MC/22/0254

Report by Helen Smith on behalf of CCW RDG  
2<sup>nd</sup> May 2023



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## 1. Abstract

1.1 As part of planning application MC/22/0254 it is proposed to relocate an existing sports facility (APCM), approximately 0.3 miles north within the village of Cliffe, Kent. In order for any development to be successful, it is important to consider the needs of residents and to ensure that replacement facilities are equivalent or better in terms of access and location (as per National Planning Policy Framework, 2021).

This survey has been conducted in order to assess the access needs of Cliffe residents, with regards to sports facility provision, within the village and the changes in access as proposed as part of planning application MC/22/0254.

The results show a high degree of concerns selected by survey respondents for each access route chosen, with over 50% of the available concerns selected on average for each route option available. This suggests that although routes are selected, respondents have many concerns about their selected access routes. These findings could be compared with the results of other studies, but which are outside of the scope of this survey. Location was found to be the predominant factor for all routes not selected, where at least 80% of all respondents selected location as a concern. There were many other secondary reasons for non-selection of certain routes, but these vary per selected route & so should be viewed as part of the whole data set.



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## **2. Aim**

2.1. The main aims of the survey are as follows:

- 2.1.1 To assess the non-vehicular route chosen by residents from all over Cliffe, Kent with regards to accessing the relocated sports facilities as proposed by Trenport as part of planning application MC/22/0254.
- 2.1.2 To compare the non-vehicular access routes selected by residents to see which parameters are the predominant driving factor with regards to route choice in order to access sports facilities.
- 2.1.3 To see if age plays a significant role in the route favoured by residents when deciding their access route to facilities.
- 2.1.4 To analyse all characteristics of concern for each of the main routes available to Cliffe residents and to assess whether these concerns affect the overall route chosen.



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### **3. Introduction**

- 3.1 As part of planning application MC/22/0254, there are plans to relocate existing sports facilities, the APCM, to another area of the village in Cliffe, Kent.
- 3.2 The APCM sports facilities exist within the village of Cliffe; east of Church Street, south of Millcroft Road, north of Cooling Road. The site has expansive open views to the east and west, across arable land and is open to the main, street lit pedestrian route through the village on its western edge.
- 3.3 As part of the planning application lodged by Trenport in February 2022, MC/22/0254, it is proposed to relocate most of the APCM sport facilities approximately 0.3 miles north, to the north westerly edge of the village. This is an outline planning application with all matter reserved except for access & so the access routes to the relocated facilities are worthy of scrutiny.
- 3.4 The Cliffe & Cliffe Woods Residents Development group (CCWRDG) have been vocal in their opposition to the proposed development & are passionate in their belief that these proposals do not meet villager needs. Many residents have raised their concerns with our group regarding the relocation of the APCM sports facilities & the access routes suggested to these facilities. This survey is to be undertaken to assess Cliffe residents' thoughts, feelings, and concerns as well as their needs and desires with regards to access. The Cliffe & Cliffe Woods Residents Development Group have been transparent about their group aims but also will remain neutral & unbiased in the presentation of information throughout this study, so that responses can be reliable and accurate.
- 3.5 The following pages detail the method, results, analysis and conclusions from the survey. The appendices at the end of this document will demonstrate all materials produced and communications undertaken as part of the survey.



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## 4. Methodology

### Overview

- 4.1 A digital questionnaire will be designed and shared with residents of Cliffe to assess their needs and concerns, regarding pedestrian and cycle access to the relocated sports facilities, as proposed in planning application MC/22/0254 (Appendix 1).
- 4.2 The questionnaire will remain unbiased throughout, using information from documents within the planning application & photographs to inform respondents.
- 4.3 The Cliffe & Cliffe Woods residents' Development Group will be transparent about the group's aims, whilst also making clear the unbiased nature of the survey and equal treatment of all responses.
- 4.4 The survey will have limited scope due to the short timescales as part of the planning inquiry process. For that reason, the digital questionnaire will be shared via the CCWRDG mailing list and a wide selection of local Facebook groups. It is acknowledged that this may have implications with regards to the demographic of respondents, which will be discussed as part of the conclusions. The anticipated impacts are outlined below:
  - 4.4.1 The CCWRDG mailing list will include a higher proportion of residents that are against the proposed development. Each member of the mailing list has joined the CCWRDG to be kept informed about the groups aims and actions as well as general information about the planning process. As part of the analysis, the number of opened links from the email campaign (Appendix 2), will be reported as a proportion of the results. An email click report will also be provided to demonstrate email reach (Appendix 7).
  - 4.4.2 The digital questionnaire will be posted to 7 regional Facebook groups. The regional Facebook groups will have seen previous posts from the CCWRDG, but the posts for the survey will remain neutral & unbiased. The regional Facebook groups are expected to obtain a fair representation of Cliffe residents views, although it is acknowledged, as with most surveys, that responses will be garnered from those with passionate opinions predominantly. All Facebook posts will be available in appendix 3.
  - 4.4.3 The digital questionnaire will be posted to the CCWRDG Facebook group. This group currently contains 763 members, predominantly from Cliffe. It is anticipated that most members will be against the Trenport development, as per MC/22/0254, but it is also expected that there are a proportion of members in the group who joined in order to be kept informed of the progress of the development or to simply find out more about the CCWRDG. All Facebook posts will be available in appendix 3.



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- 4.5 Due to short timescales, the survey will be shared in a digital format only, which will likely impact upon the age of residents responding and therefore responses as a whole. This limited reach is expected to obtain responses from predominantly young or middle-aged residents, due to access and the necessary technological skills. It is anticipated that younger residents are more likely to be in favour of houses in Cliffe, due to national difficulties entering the property ladder &/or affordable rental properties.

### Questionnaire Design

- 4.6 The design for the digital questionnaire is outlined below, along with a brief explanation of the purpose for each question.
- 4.6.1 At the start of the questionnaire there will be an introduction to the survey aims as well as a description of the CCWRDG and their commitment to remain unbiased and treat answers equally. There will also be a request for all respondents to answer honestly throughout the questionnaire, in the interests of obtaining accurate results. Finally, there will also be contact information for respondents should they wish to find out more about the CCWRDG or the survey.
- 4.6.2 The first section of the questionnaire will be titled 'About you' and will contain the following questions.
- 4.6.3 **Do you live in Cliffe?** This will be a yes/no radio question that functions as a filter. Only those who select yes will progress to the rest of the questionnaire. Those who answer no will be terminated from the survey. This is to ensure that only those who live within Cliffe are surveyed, as they are the most likely to use the available sports facilities via walking or cycling.
- 4.6.4 **What is your age?** This will be a single select radio question with a suitable selection of age ranges available. Through this question it is hoped that some analysis can be achieved as to the routes taken based on the anticipated needs of certain demographics.
- 4.6.5 **Which street do you live on?** This question will be a single select radio question from the full range of streets in Cliffe. This will be a key question as it will enable a per street analysis of preferred routes as well as other parameters.
- 4.6.6 The next section will be titled 'Please review the access information to Trenport's relocated sports facilities below' and will provide an information display of the Trenport proposals in terms of access to the new sports facilities. Details for the information



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display will be taken from the drawings and documents uploaded to the planning portal as part of application MC/22/0254. Photographs of the various access points will also be provided alongside the development information. This display will highlight the access routes to the relocated sports facilities and labelled each with a letter (A-D), along with a brief description, which will be important for later questions (Appendices 4).

- 4.6.7 **If you had to go to the Trenport replacement sports ground, would you be able to do this without the use of a motor vehicle?** This will be a single select Yes/No radio question. No responses will see the next question only, before being directed to the Thank you page at the end of the survey. Yes responses will skip the next question & be shown the route choice question 4.6.9. This question was written as “If you had to go...”, so that responses were based on the practicalities of accessing the site rather than the respondents desire to use the facilities or not. The scope of this survey was to assess the access needs of respondents & so the phraseology of this question was carefully considered to direct respondent to focus on their access needs only.
- 4.6.8 **Can you access the current APCM sports ground without use of a motor vehicle?** This will be a single select Yes/No radio question and is simply for assessing the proportion of respondents who can currently access the APCM sports facilities but will no longer be able to do so without the use of a motor vehicle.
- 4.6.9 **Which access route would you be most likely to take to the relocated sports ground?** This will be a single select Radio question with each of the 4 available access routes available. The information shown as per 4.6.6 (Appendices 4) will also be viewable again here to ensure all respondents are able to make an informed choice about their preferred route. The response to this question will take the respondent to the specific version of the questions outlines below.
- 4.6.10 **You have chosen route X (Route X description), do you have any concerns about this access route?** This will be a multi-select question, where respondents can show all applicable concerns they may have for their preferred route. This question is designed to show suitability of routes, even though selected as the preferred route.
- 4.6.11 **What are the reasons for you not choosing route Y (Route Y description as applicable)?** This will be a multi-select question for respondents to choose as many of the listed reasons as available for the relevant route A-D not selected. A suitable selection of parameters that might affect a resident’s route choice will be given. It was decided that an ‘other’ option should not be given as this can often lead to repetitious selections or issues unrelated to access being submitted, therefore reducing the quality of relevant data achieved. This question is repeated 3 times, one for each route not selected as the preferred access route.





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- 4.6.12 **Is there anything else you'd like to tell us about the access to the relocated sports ground?** This will be a comments box for respondents to tell us anything else they would like to with regards to the access to the relocated sports facilities. The results from this comments box will be analysed as a word cloud to highlight more commonly used words. All responses will also be available to view in appendix 5.



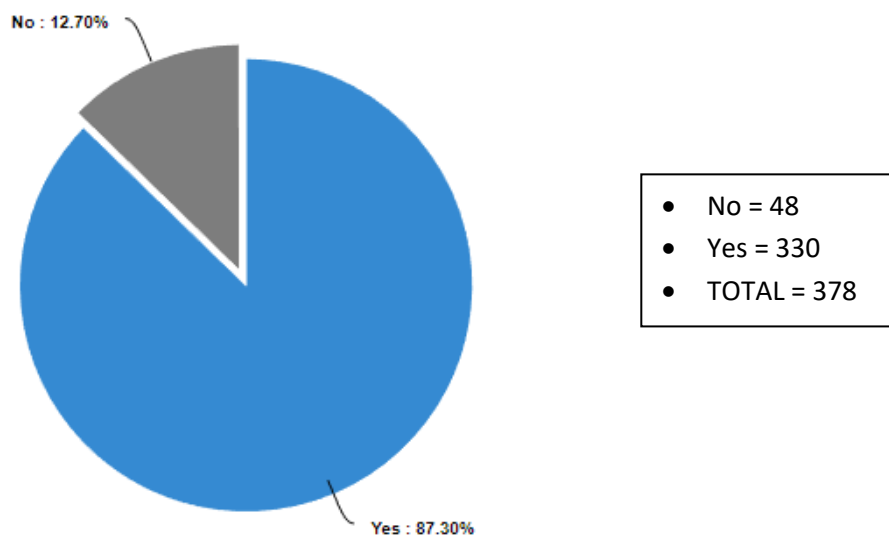
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## 5. Results & Analysis

### Analysis of Survey Responses per Question

5.1 The following section is comprised of survey responses as per the questions within the questionnaire.

5.2 **Do you live in Cliffe?** \*Single answer select question, acts as a filter allowing only positive responses to proceed to the rest of the questionnaire. This was a compulsory question\*



**Figure 1: Pie Chart of respondents identifying as residing in Cliffe village.**

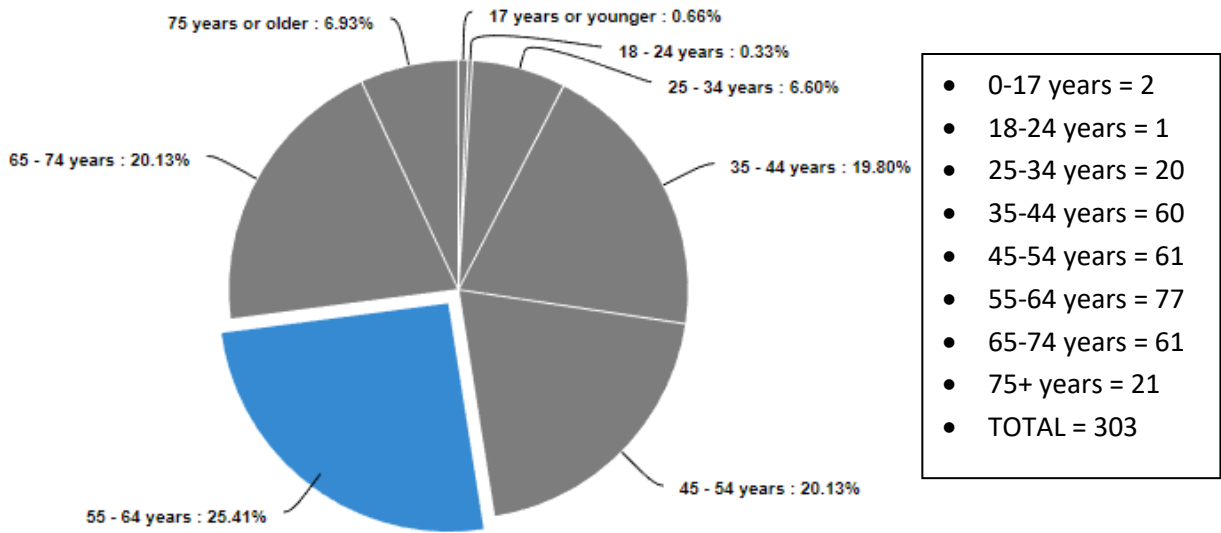
5.3 The vast majority of respondents were identified as living in Cliffe, Kent. This is as expected as the social media and email correspondence made the aims of the survey clear (appendices 2 & 3).

5.4 All no respondents, a total of 48, were directed to the Survey termination page as being outside of the scope for the survey. All yes respondents, a total of 330, were directed to the next question.

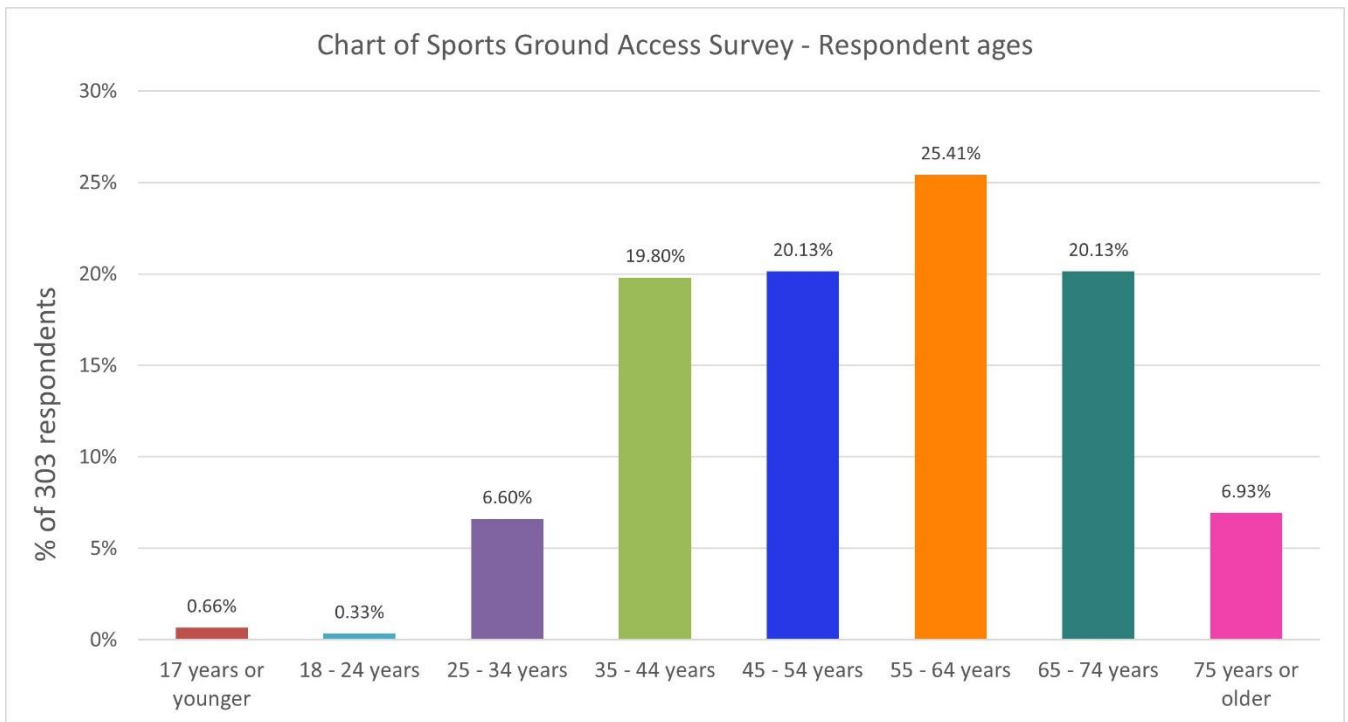
5.5 **What is your age?** \*Single response question with suitable age brackets provided. This was not a compulsory question\*



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**Figure 2: Pie Chart of Age brackets for Cliffe resident respondents.**



**Figure 3: Bar chart of Access Survey Respondent Ages**

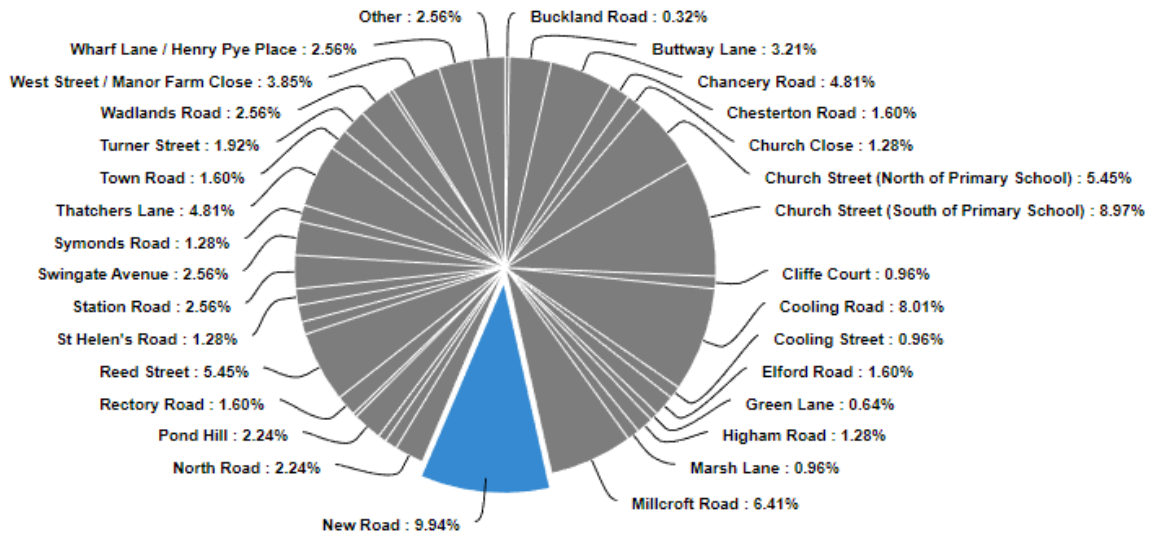
- 5.6 A total of 303 Cliffe residents responded to this question, with a reduction in respondents of 27 as this was not a compulsory question.
- 5.7 Of the 303 who responded, the majority identified as being from the 55-64 year age bracket.
- 5.8 An estimated average age can be calculated using the mid-point for each age bracket, as well as using 0-17 years = 17 & 75+ years = 75. Due to the percentage of respondents for the top &



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bottom age brackets, this calculation will likely result in the underestimation of average respondent age. The estimated average respondent age is 54.

- 5.9 **Which street do you live on?** \* Single answer select question with an other option, where the respondent can input their street name if not available as standard.



**Figure 4: Pie Chart of Respondent residential locations within Cliffe.**

- 5.10 This question was compulsory for all respondents & will form a key part of further analysis.

- 5.11 A total of 312 respondents answered this question with 8 selecting the other option, each of which are detailed below:

5.11.1 View Road (respondent 101699114) – this is a road in Cliffe Woods & so it is unclear how the respondent reached this stage of the questionnaire. This respondent answered 55-64 years in the age bracket question, so a re-calculated average respondent age is shown in 5.11.9. They also went on to questions 5.13 & 5.14 and the effect of their responses will be highlighted & removed for analysis.

5.11.2 Don't want to say (respondent 101690008) – this respondent wanted their street address to remain private, however, they also chose to stop the survey at this point. Their prior questions are considered valid for analysis purposes.

5.11.3 Oakleigh Grove (respondent 101660902) - this is a road in Cliffe Woods & so it is unclear how the respondent reached this stage of the questionnaire. This respondent answered 25-34 years in the age bracket question so a re-calculated average respondent age is shown in 5.11.9. They also went on to questions 5.13 & 5.14 and the effect of their responses will be highlighted & removed for analysis. It should also be noted that this street is part of a new housing development within Cliffe Woods & so the respondent is not likely to be anti-development. This likely shows that the methods of distribution for



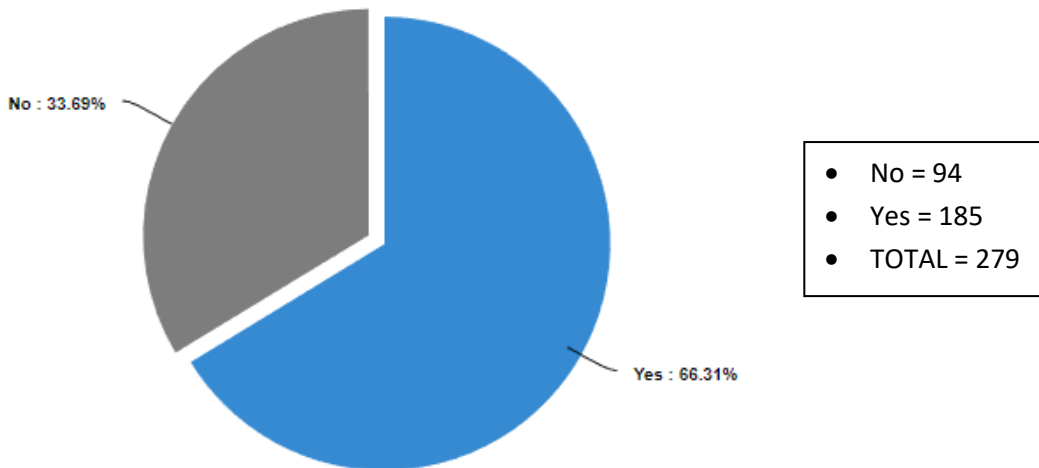
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the digital questionnaire was neutral enough to garner responses from a wide range of people, views & backgrounds.

- 5.11.4 View Road (respondent 101660867) – this is a road in Cliffe Woods & so it is unclear how the respondent reached this stage of the questionnaire. This respondent answered 45-54 years in the age bracket question so a re-calculated average respondent age is shown in 5.11.9. They also went on to questions 5.13 & 5.14 & the effect of their responses will be highlighted & removed for analysis.
- 5.11.5 Cliffe Woods (respondent 101660821) – this respondent identifies as being from Cliffe Woods & so it is unclear how they reached this stage of the questionnaire. This respondent answered 75+ years in the age bracket question so a re-calculated average respondent age is shown in 5.11.9. They also went on to questions 5.13 & 5.14 and the effect of their responses will be highlighted & removed for analysis.
- 5.11.6 Mead Wall (respondent 101657182) – Mead wall is a street in Cliffe, that runs around the RSPB Cliffe pools. At the time of survey design, Mead Wall was thought not to contain any residential properties, but the CCWRDG have since been informed that this is incorrect. The responses to all survey questions from this respondent are deemed to be accurate and will remain included for analysis.
- 5.11.7 Station Road (respondent 101555509) – This is a road within Cliffe that was available for selection & so use of the other option is deemed to be user error. This response will be treated as part of the per street analysis for Station Road & all other responses are deemed to be factual and relevant.
- 5.11.8 Thames View, Cliffe Woods (respondent 101554003) - this respondent identifies as being from Cliffe Woods & so it is unclear how they reached this stage of the questionnaire. This respondent answered 65-74 years in the age bracket question so a re-calculated average respondent age is shown in 5.11.9. They also went on to questions 5.13 & 5.14 and the effect of their responses will be highlighted & removed for analysis.
- 5.11.9 The re-calculated average age following the methodology outlined in 5.8 & removing the non-valid responses highlighted above is still 54 years, from a total of 298 respondents.
- 5.12 At this point in the survey, respondents were shown an information sheet for the Trenport proposals as part of planning application MC/22/0254. This information sheet focuses specifically on the relocated sports facilities and the access routes proposed.
- 5.13 **If you had to go to the Trenport replacement sports ground, would you be able to do this without the use of a motor vehicle?** \*Single answer select question in the form of a Yes/No radio\*.



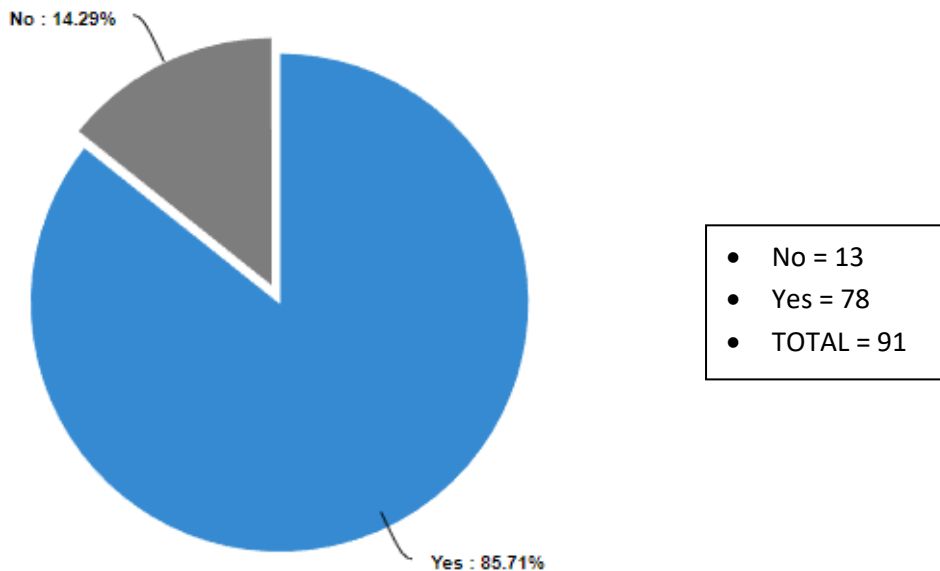
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**Figure 5: Pie chart of survey responses to whether relocated sports facilities can be reached without the use of a motor vehicle.**

5.14 This question is compulsory and had a total of 279 responses, which is a decrease of 33 from the previous compulsory question as per 5.9. This question also acts as a filter with Yes answers jumping ahead to 5.15, whilst No answers are shown the following questions only before being taken to the Thank You page & exiting the survey.

5.14.1 **Can you access the current APCM sports ground without use of a motor vehicle? \*Non-compulsory question, single answer select radio\***



**Figure 6: Pie chart of a sub-section of respondents to ascertain their current levels of access to facilities at the APCM sports ground.**

5.14.2 A total of 91 respondents completed this question, which was a decrease from the 'No' responses of 5.13 by 3. Of that 91 respondents, 13 respondents are unable to access the current APCM facilities without the use of a motor vehicle & 78 can access the current facilities without a motor vehicle.



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5.14.3 This means that a total of 28% of respondents, who can currently access the APCM sports facilities, will now be reliant on a motor vehicle to access the relocated sports facilities.

5.14.4 Of the 78 respondents who can currently access the APCM but would require a motor vehicle to access the relocated sports facilities, the average age is 54 years. This has been calculated using the same methodology as set out in 5.8. The average age remains the same as for the earlier sections of the survey & would suggest that age is not likely to be the determining factor with regards to ability to reach the relocated facilities.

5.14.5 Respondents were not asked for the reasons they were unable to access the relocated facilities and so it is not possible to analyse further. In hindsight, this is a flaw with this level of the survey and may be something worth investigating further, time and inquiry dependent.

5.14.6 The respondents who cannot access the proposed relocated sports facilities were now shown to the Thank you page & exited the survey.

5.15 Survey respondents from 5.13, who positively identified with being able to access the relocated sports facilities, as proposed by Trenport & without the use of a motor vehicle, would be shown the survey questions in the following sections.

5.16 **Which access route would you be most likely to take to the relocated sports ground?**

\*Compulsory single answer select radio question\*. Respondents were also able to click a link to view the Trenport proposal information regarding relocation of the sports facilities and each of the main access routes available (appendix 4).

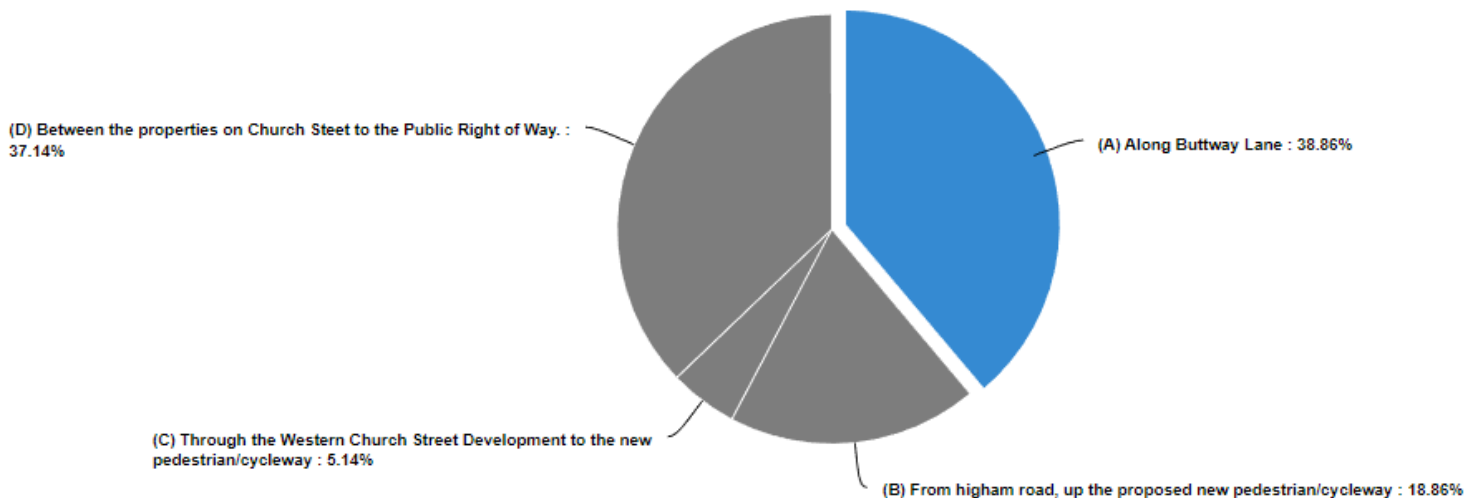
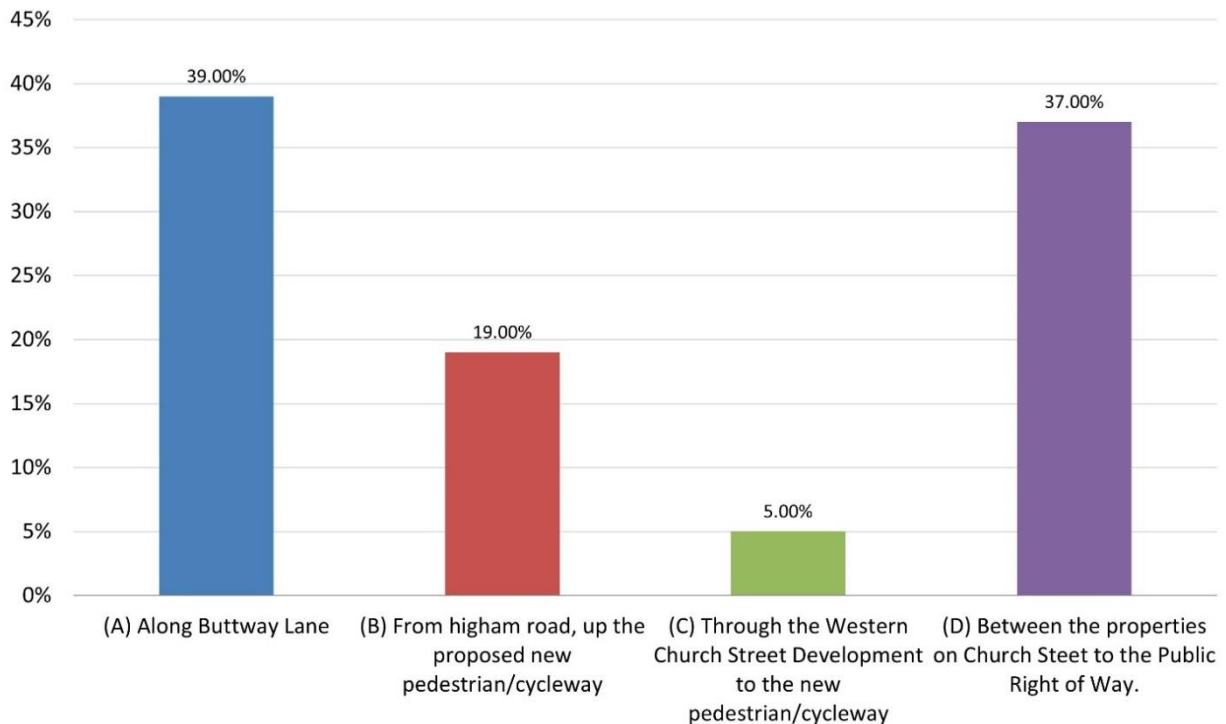


Figure 7: Pie chart of respondents' chosen access route to the relocated sports facilities, if they 'needed' to go there



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**Figure 8: Bar chart of respondents' chosen access route to the relocated sports facilities, if they 'needed' to go there.**

5.17 There was a total of 175 responses to this question, which is a decrease of 10 respondents since 5.13. Total votes per route were; A=68, B=33, C=9, D=65.

5.18 For each route chosen, the respondent was shown 4 further questions; 1 about their chosen route & 3 for each route not selected. These questions ascertain if there are any access issues with the routes that the respondent is concerned about.

5.19 Each of the four routes available are shown below, discussed separately per sub-point, starting with route A.

**5.20 You have chosen route A (Along Buttway Lane), do you have any concerns about this access route? \*Compulsory Multi-answer select question\***

5.20.1 From 5.16, 39% or 68 respondents selected route A, Along Buttway Lane, to access the relocated sports facilities.

5.20.2 There were 3 respondents who dropped out at this point of the survey and so the following results were from a total of 65 respondents.

5.20.3 The below charts and analysis are from their responses to the assessment of each access route available, A-D, to the relocated sports facilities proposed.





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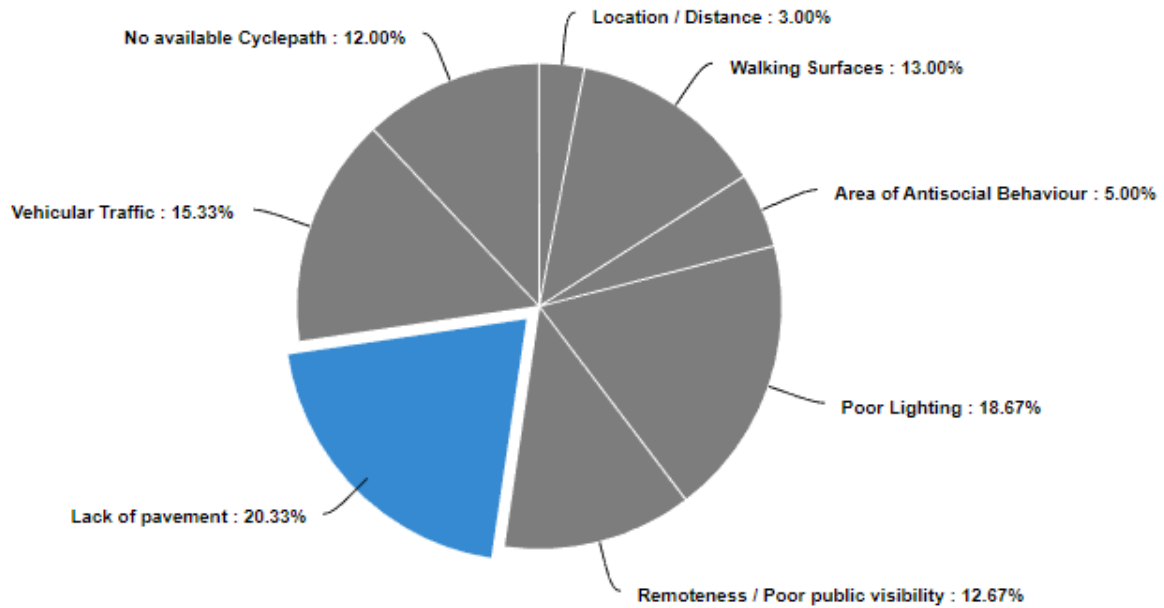


Figure 9: Pie chart of route A (Along Buttway lane) chosen, respondent concerns about route A.

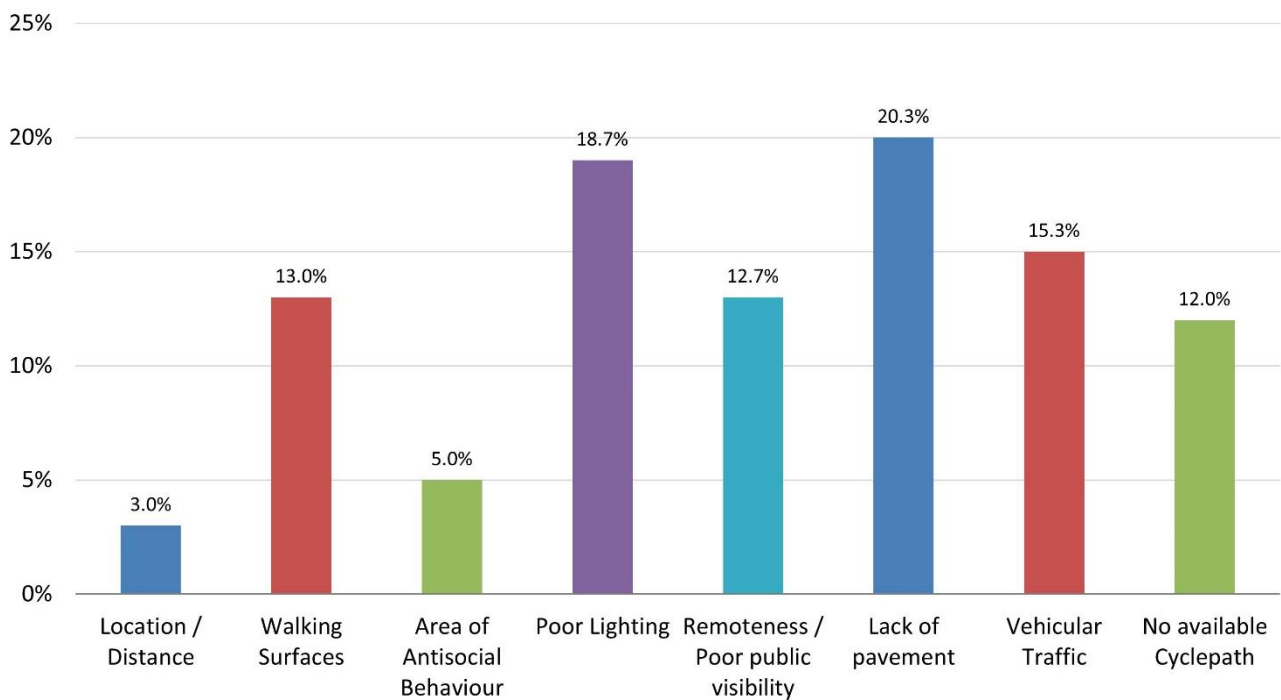


Figure 10: Bar chart of Route A (Along Buttway lane) chosen, respondent concerns about route A.

5.20.4 In total there were 300 concerns selected as part of question, which is an average of 4.6 per respondent.

5.20.5 With the average in mind, the four most commonly selected areas of concern were: Lack of pavement (61, 20.3%), Poor Lighting (56, 18.7%), Vehicular Traffic (46, 15.3%) & Walking surfaces (39, 13.0%).



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5.20.6 What are the reasons for you not choosing route B (From Higham road, up the proposed new pedestrian/cycleway)? \*Compulsory Multi-answer select question\*

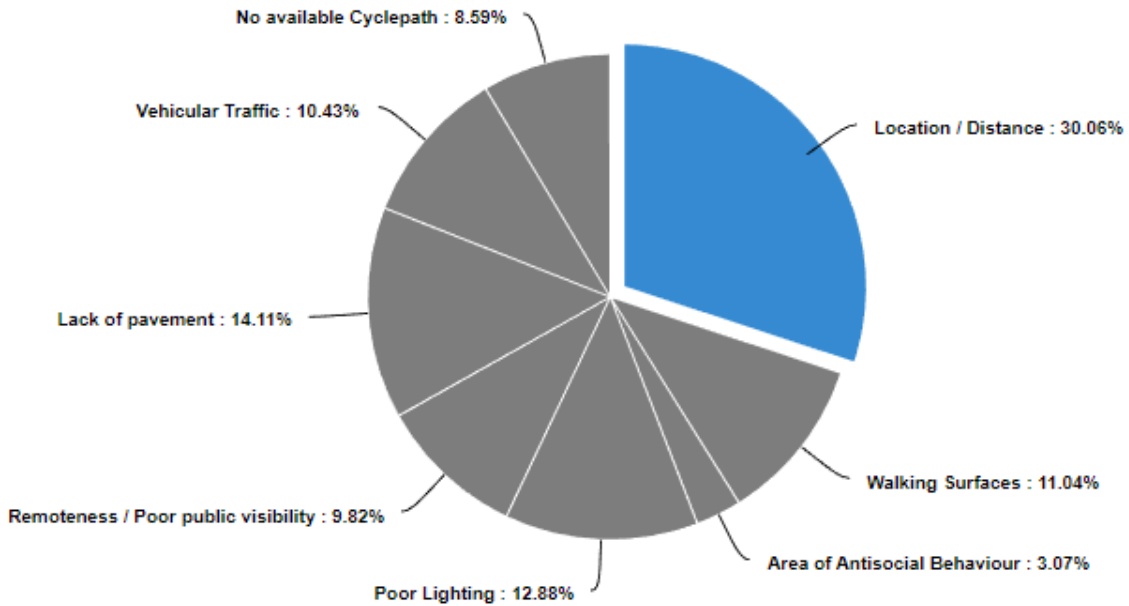


Figure 11: Pie chart of route A (Along Buttway lane) chosen, respondent concerns about route B (From Higham road, up the proposed new pedestrian/cycleway).

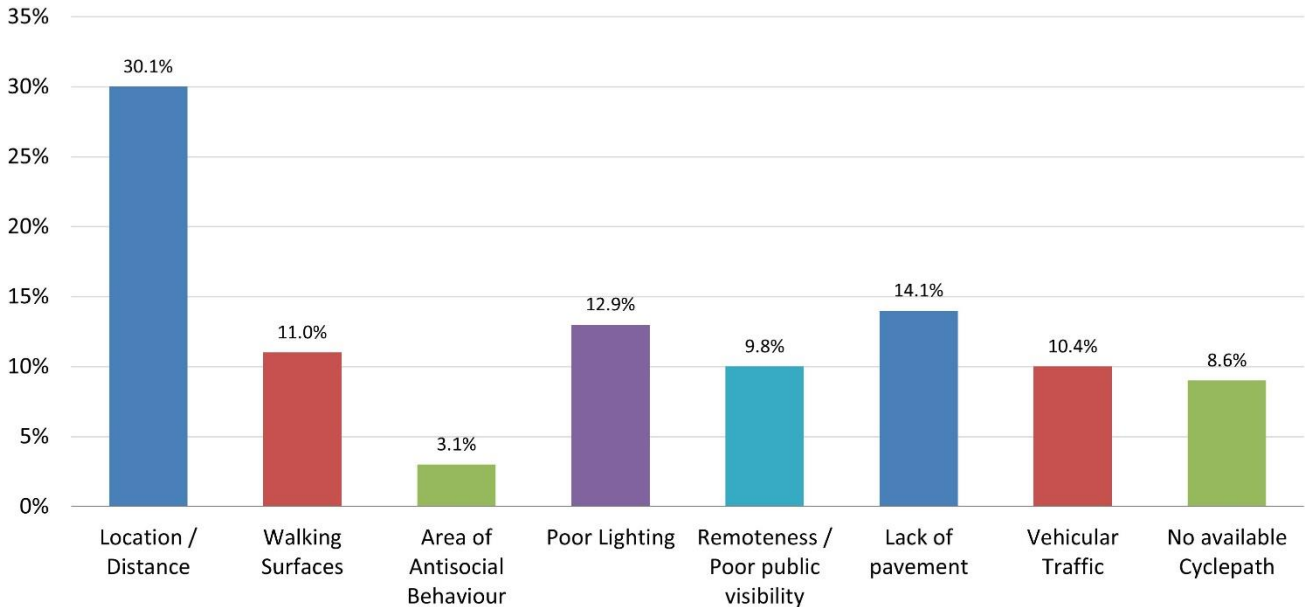


Figure 12: Bar Chart of route A (Along Buttway lane) chosen, respondent concerns about route B (From Higham road, up the proposed new pedestrian/cycleway).

5.20.7 A further 13 respondents dropped out of the survey before this question & so the responses are from 52 respondents.

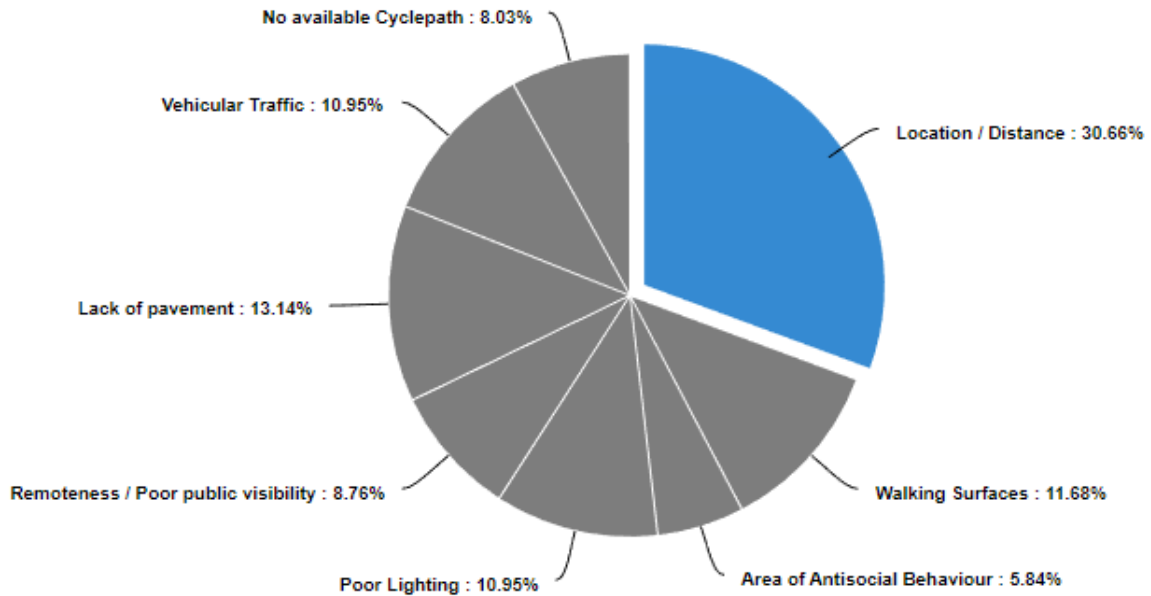
5.20.8 The remaining 52 respondents selected a total of 163 concerns, averaging 3.1 each.



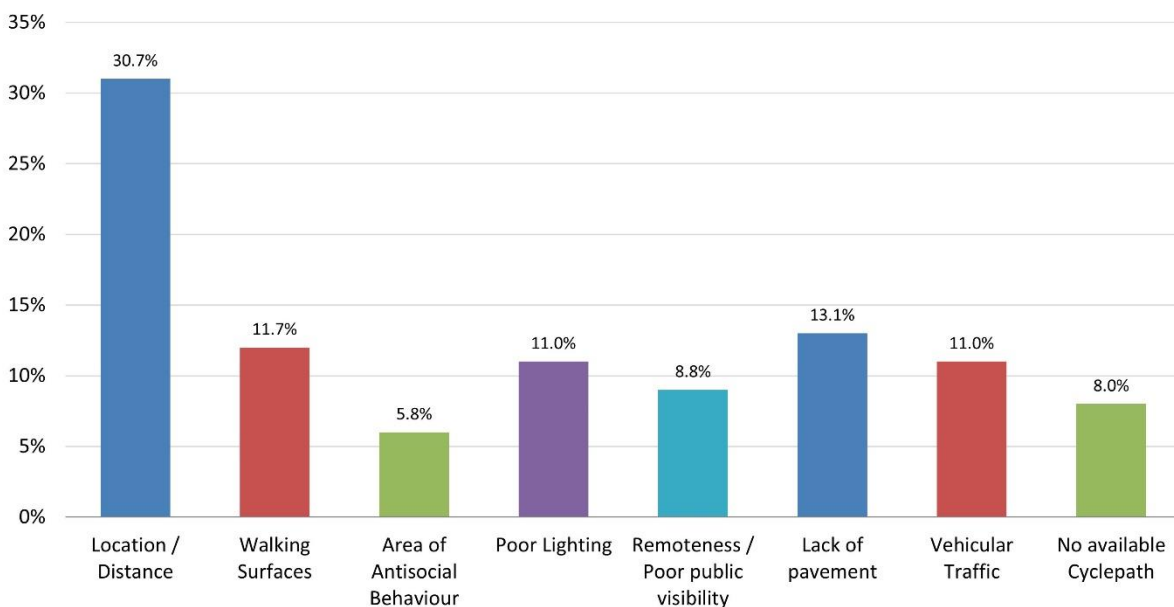
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5.20.9 With the average in mind, the three most commonly selected areas of concern were: Location / Distance (49, 30.1%), Lack of pavement (23, 14.1%) & Poor Lighting (21, 12.9%).

5.20.10 **What are the reasons for you not choosing route C (Through the new, western Church Street development to the new pedestrian/cycleway)?** \*Compulsory Multi-answer select question\*



**Figure 13: Pie chart of route A (Along Buttway lane) chosen, respondent concerns about route C (Through the new, western Church Street development to the new pedestrian/cycleway).**



**Figure 14: Bar chart of route A (Along Buttway lane) chosen, respondent concerns about route C (Through the new, western Church Street development to the new pedestrian/cycleway).**



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5.20.11 A further 1 respondent dropped out of the survey before this question & so the responses are from 51 respondents.

5.20.12 The remaining 51 respondents selected a total of 137 concerns, averaging 2.7 each.

5.20.13 With the average in mind, the two most commonly selected areas of concern were: Location / Distance (42, 30.7%) & Lack of pavement (18, 13.1%).

5.20.14 It should be noted that route C is planned to run through the proposed new housing development. However, as MC/22/0254 was an outline planning permission, with all matters reserved apart from access, many of the design features for the Western parcel of development are not present within the planning application. It is likely therefore, that a large number of respondents have considered current facilities & so selected 'no pavement' as a concern, simply because they do not have any further information with regards to pavement provision.

5.20.15 **What are the reasons for you not choosing route D (Between the properties on Church Steet to the Public Right of Way)?** \*Compulsory Multi-answer select question\*

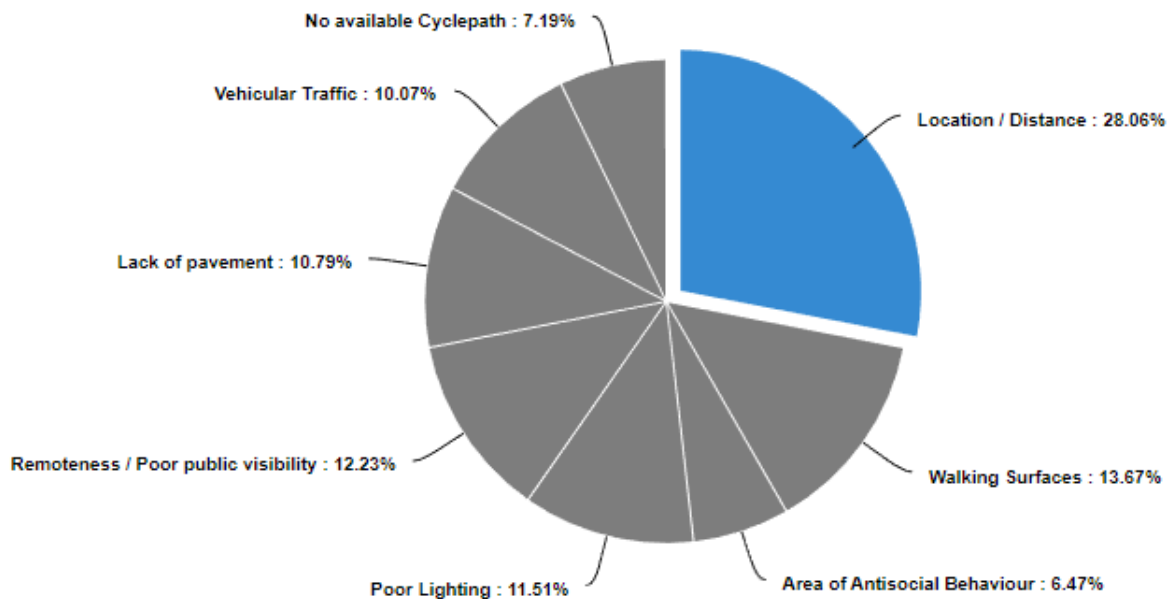
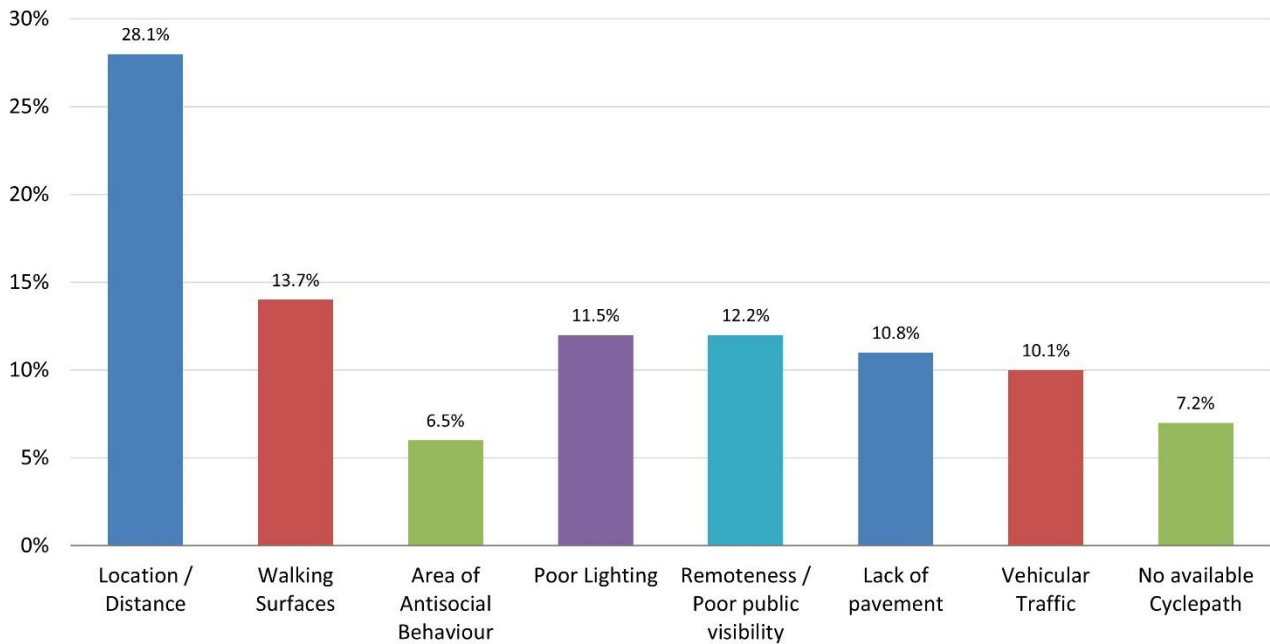


Figure 15: Pie chart of route A (Along Buttway lane) chosen, respondent concerns about route D (Between the properties on Church Steet to the Public Right of Way).



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**Figure 16: Bar chart of route A (Along Buttway lane) chosen, respondent concerns about route D (Between the properties on Church Steet to the Public Right of Way).**

5.20.16 There remained 51 respondents to this question.

5.20.17 The 51 respondents to this question selected a total of 139 concerns, averaging 2.7 each.

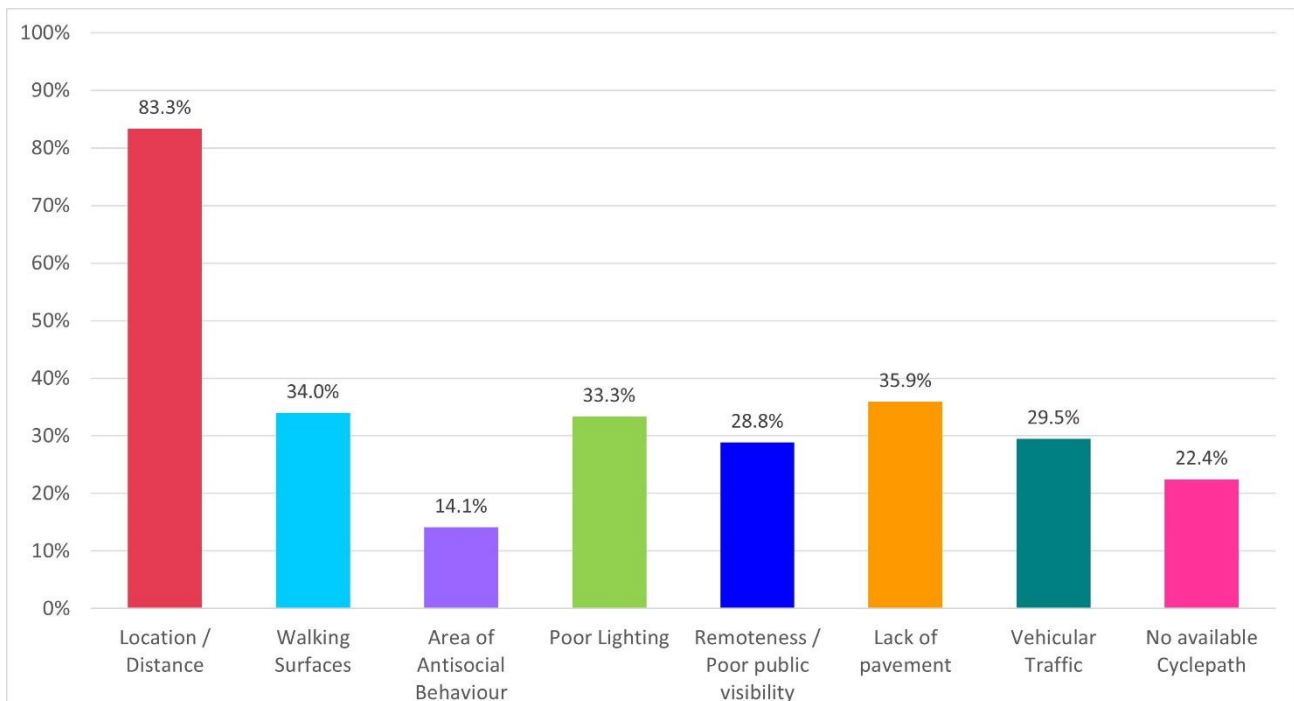
5.20.18 With the average in mind, the two most commonly selected areas of concern were: Location / Distance (39, 28.1%) & Walking Surfaces (19, 13.7%).

5.20.19 For respondents who selected route A, their cumulative reasons for not selecting the 3 other routes (B-D) were as follows: Location / Distance 130, Walking Surfaces 53, Area of Anti-Social Behaviour 22, Poor Lighting 52, Remoteness / Poor public visibility 45, Lack of pavement 56, Vehicular traffic 46 & no available cycle path 35.

5.20.20 Figure 17 below shows the responses as per 5.20.19 as a percentage & as an average across all 3 non-chosen routes. The total respondents figure used to calculate the average was 52, as per 5.20.7.



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**Figure 17: Bar chart to show the concerns selected for each non-chosen route, on average as a percentage of total respondents (for the respondents who selected A - Along Buttway lane, up the proposed new pedestrian/cycleway as their chosen route).**

5.20.21 For those who selected route A as their chosen route, on average 83.3% of all respondents highlighted location as a reason for not selecting each of the routes B-D. This very high response rate suggests that location &/or distance was the major driving factor to route suitability.

5.20.22 Common secondary factors for not selecting routes B-D were; Lack of pavement (35.9%) & Walking surfaces (34.0%).

5.21 The following results within 5.22 are for those respondents who selected route B as their chosen access route as per 5.16.

**5.22 You have chosen route B (From Higham road, up the proposed new pedestrian/cycleway), do you have any concerns about this access route? \*Compulsory Multi-answer select question\***

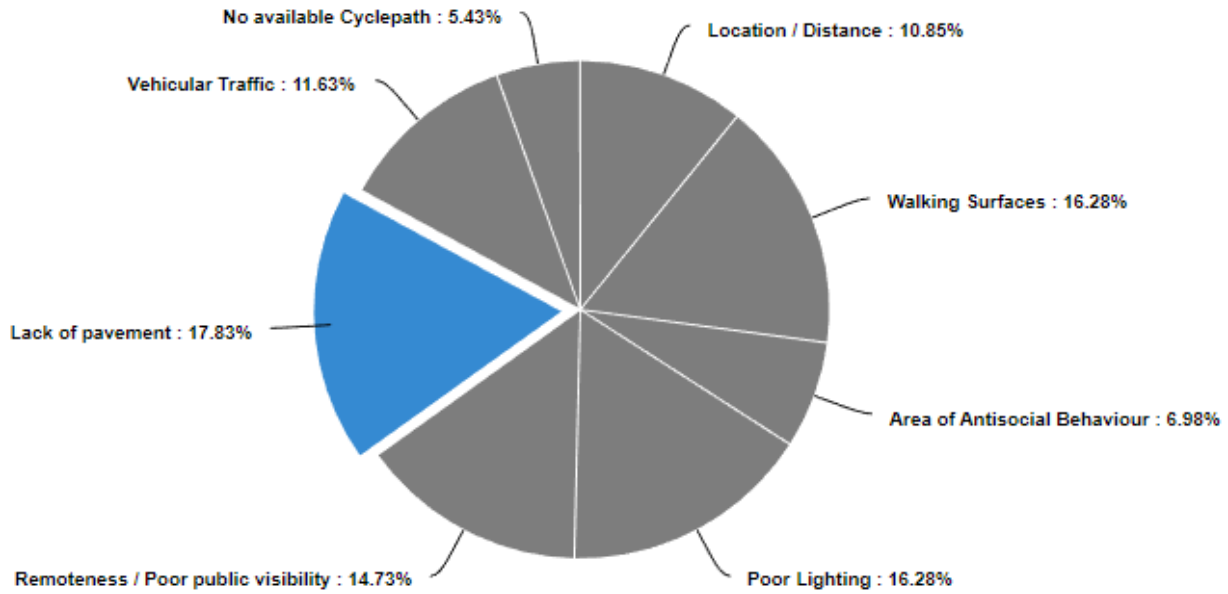
5.22.1 From 5.16, 18.9% or 33 respondents selected route B, from Higham road, up the proposed new pedestrian/cycleway, to access the relocated sports facilities.

5.22.2 There were 2 respondents who dropped out at this point of the survey and so the following results were from a total of 31 respondents.

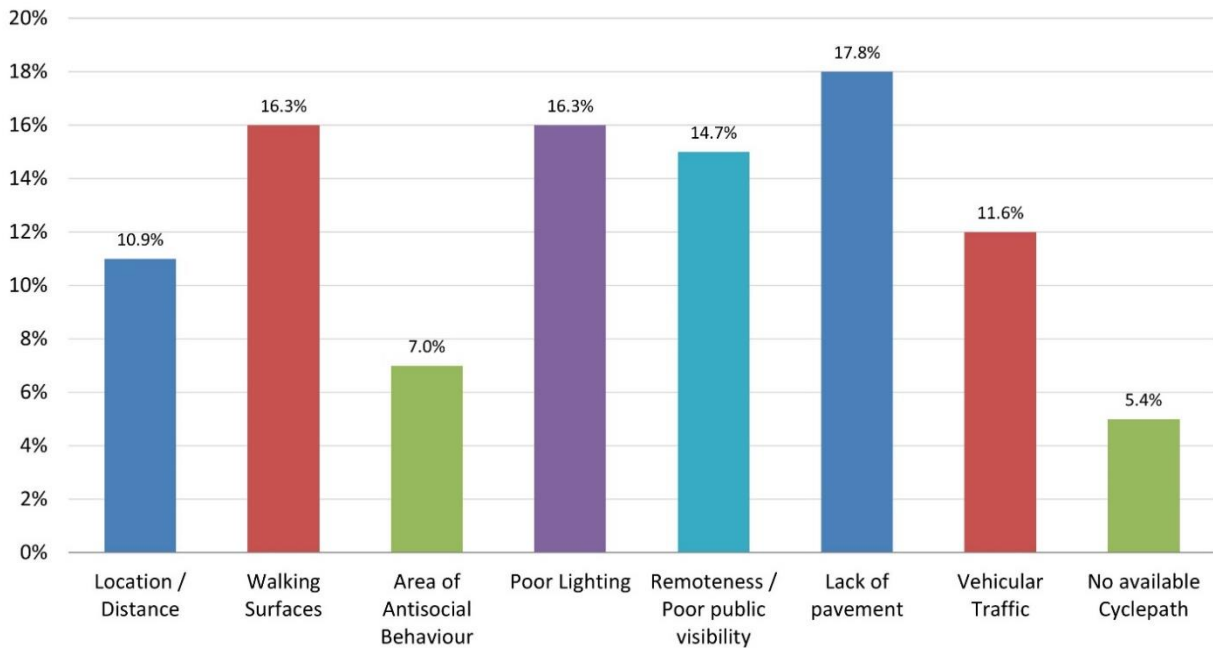
5.22.3 The below charts and analysis are from their responses to the assessment of each access route available, A-D, to the relocated sports facilities proposed.



# Cliffe and Cliffe Woods Residents Development Group



**Figure 18: Pie chart of route B (From Higham road, up the proposed new pedestrian/cycleway) chosen, respondent concerns about route B.**



**Figure 19: Bar chart of route B (From Higham road, up the proposed new pedestrian/cycleway) chosen, respondent concerns about route B.**

5.22.4 From the 31 respondents, a total of 129 concerns were selected, an average of 4.16 concerns per respondent.

5.22.5 With the average in mind, the four most commonly selected areas of concern were: Lack of pavement (23, 17.8%), Poor Lighting (21, 16.3%), Walking Surfaces (21, 16.3%) & Remoteness / poor public visibility (19, 14.7%).



## Cliffe and Cliffe Woods Residents Development Group

### 5.22.6 What are the reasons for you not choosing route A (Along Buttway Lane)?

\*Compulsory multi-answer select question\*.

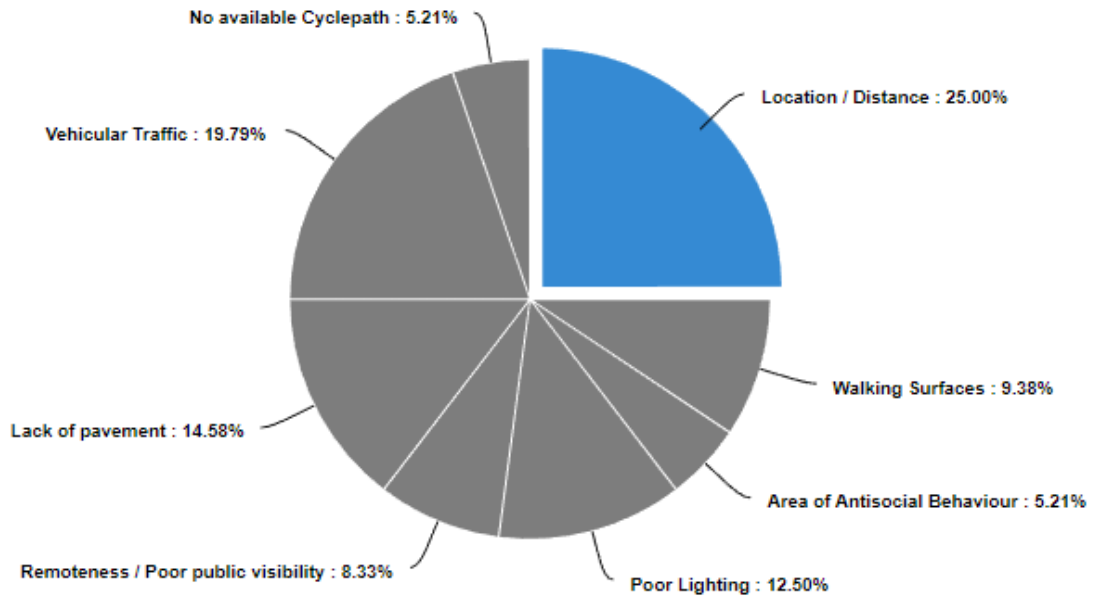


Figure 20: Pie chart of route B (From Higham road, up the proposed new pedestrian/cycleway) chosen, respondent concerns about route A.

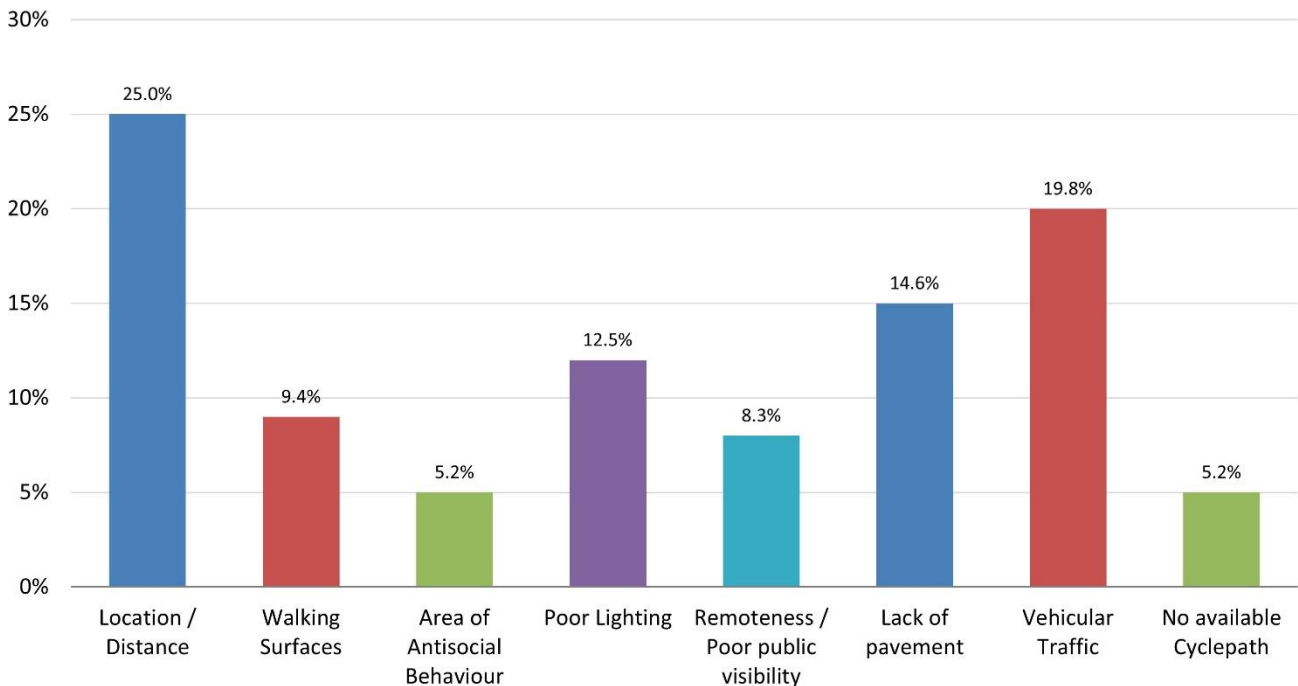


Figure 21: Bar chart of route B (From higham road, up the proposed new pedestrian/cycleway) chosen, respondent concerns about route A.

5.22.7 Carrying on from 5.22, a further 4 respondents dropped out of the survey at this point, and so the results were from 27 respondents.





## Cliffe and Cliffe Woods Residents Development Group

- 5.22.8 There was a total of 96 concerns selected, which is an average of 3.6 concerns per respondent.
- 5.22.9 With the average in mind, the most commonly selected areas of concern were: Location / Distance (24, 25%), Vehicular Traffic (19, 19.8%) & Lack of pavement (14, 14.6%).
- 5.22.10 **What are the reasons for you not choosing route C (Through the new, western Church Street development to the new pedestrian/cycleway)?** \*Compulsory multi-answer

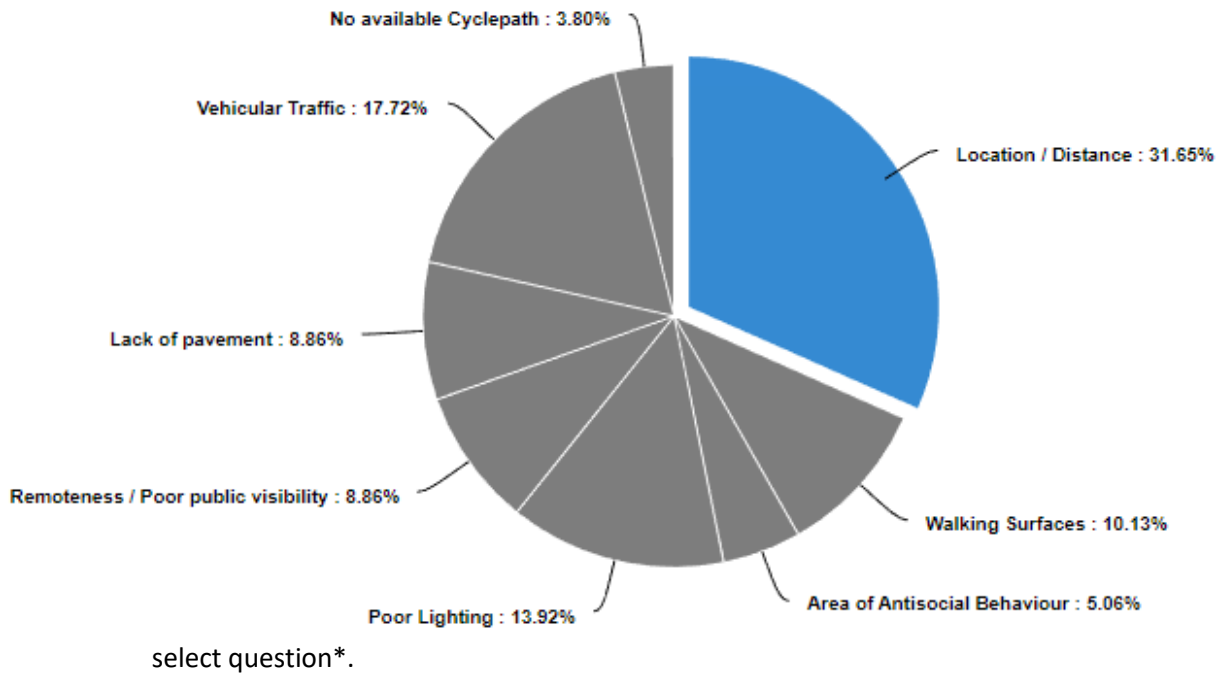
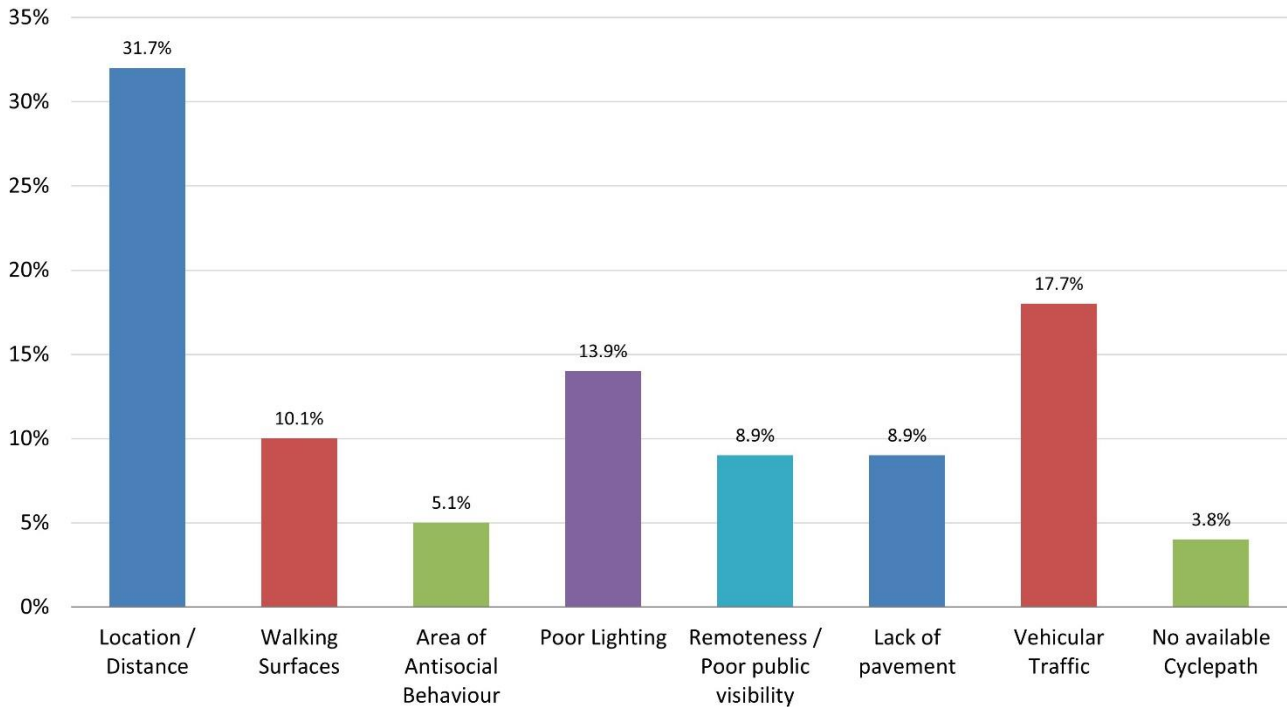


Figure 22: Pie chart of route B (From Higham road, up the proposed new pedestrian/cycleway) chosen, respondent concerns about route C.



## Cliffe and Cliffe Woods Residents Development Group



**Figure 23: Bar chart of route B (From Higham road, up the proposed new pedestrian/cycleway) chosen, respondent concerns about route C.**

5.22.11 Following on from 5.22.7 there were no further respondent dropouts & so the results shown are from 27 respondents.

5.22.12 A total of 79 concerns were selected, which is an average of 2.9 concerns per respondent.

5.22.13 With the average in mind, the most commonly selected concerns were Location / Distance (25, 31.7%) & Vehicular Traffic (14, 17.7%).



# Cliffe and Cliffe Woods Residents Development Group

5.22.14 What are the reasons for you not choosing route D (Between the properties on Church Steet to the Public Right of Way)? \*Compulsory multi-answer select question\*.

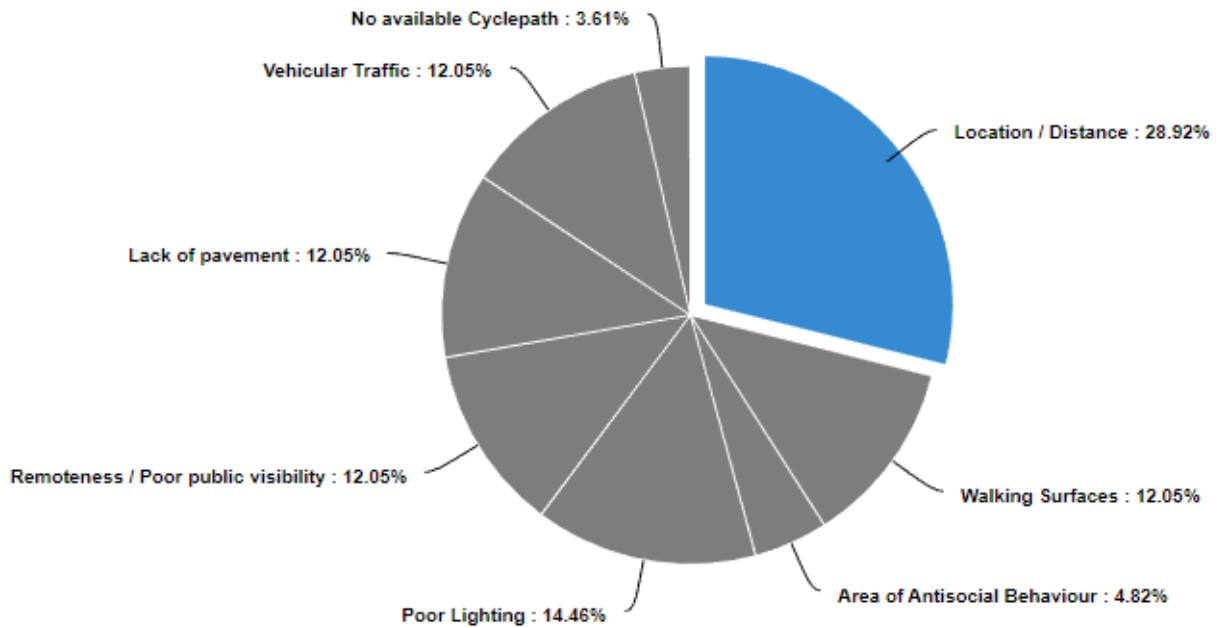


Figure 24: Pie chart of route B (From Higham road, up the proposed new pedestrian/cycleway) chosen, respondent concerns about route D.

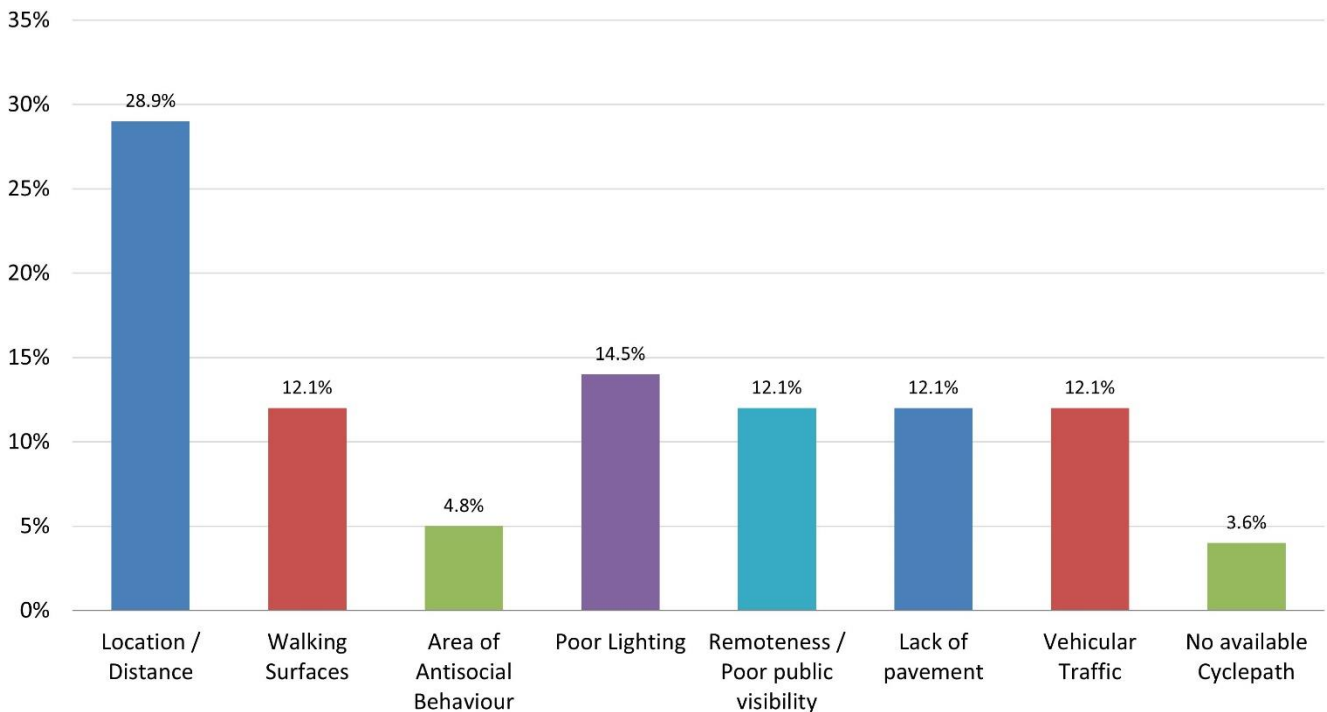


Figure 25: Bar chart of route B (From Higham road, up the proposed new pedestrian/cycleway) chosen, respondent concerns about route D.



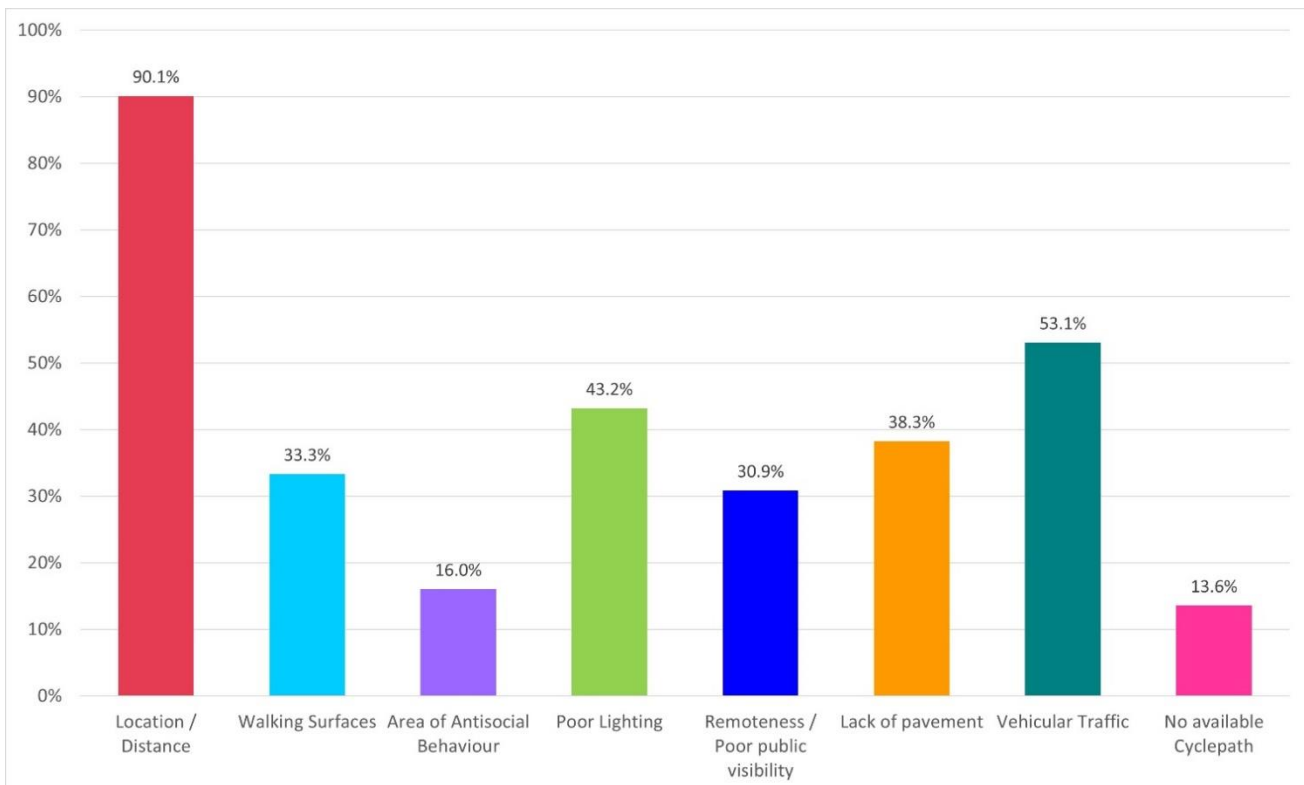
## Cliffe and Cliffe Woods Residents Development Group

5.22.15 Following on from 5.22.11 there were no further dropouts from the survey & so the total number of respondents was 27.

5.22.16 A total of 83 concerns were selected, which is an average of 3.1 concerns per respondent.

5.22.17 With the average in mind, the most commonly selected concerns were Location / Distance (24, 28.9%), Poor Lighting (12, 14.5%) & a four-way tie between Walking surfaces, Remoteness / poor public visibility, Lack of pavement & vehicular traffic (10, 12.1%).

5.22.18 The fact that there are so many responses with above a 10% share of the results would suggest that respondents who selected route B (From Higham road, up the proposed new pedestrian/cycleway), find the option route D a universally poor option.



**Figure 26: Bar chart to show the concerns selected for each non-chosen route, on average as a percentage of total respondents (for the respondents who selected B - From Higham road, up the proposed new pedestrian/cycleway as their chosen route).**

5.22.19 For those who selected route B as their chosen route, on average 90.1% of all respondents highlighted location as a reason for not selecting each of the routes A, C & D. This very high response rate suggests that location &/or distance was the major driving factor to route suitability.



## Cliffe and Cliffe Woods Residents Development Group

5.22.20 Common secondary factors for not selecting routes A, C & D were Vehicular traffic (53.1%), Poor lighting (43.2%) & Lack of pavement (38.3%).

5.23 The following results within 5.24 are for those respondents who selected route C as their chosen access route as per 5.16.

5.24 **You have chosen route C (Through the new, western Church Street development to the new pedestrian/cycleway), do you have any concerns about this access route?** \*Compulsory Multi-answer select question\*

5.24.1 From 5.16, 5.1% or 9 respondents selected route C, through the new, western Church Street development to the new pedestrian/cycleway, to access the relocated sports facilities.

5.24.2 There was 1 respondent who dropped out at this point of the survey and so the following results were from a total of 8 respondents.

5.24.3 It is accepted that the confidence in the following result is reduced, due to the low number of total respondents who selected route C as their chosen access route. It is suspected that the lack of access details available (for this new route) at the outline stage of planning will have deterred respondents from selecting option C, however, there is no method to prove this theory with the study data available.

5.24.4 The below charts and analysis are from their responses to the assessment of each access route available, A-D, to the relocated sports facilities proposed.

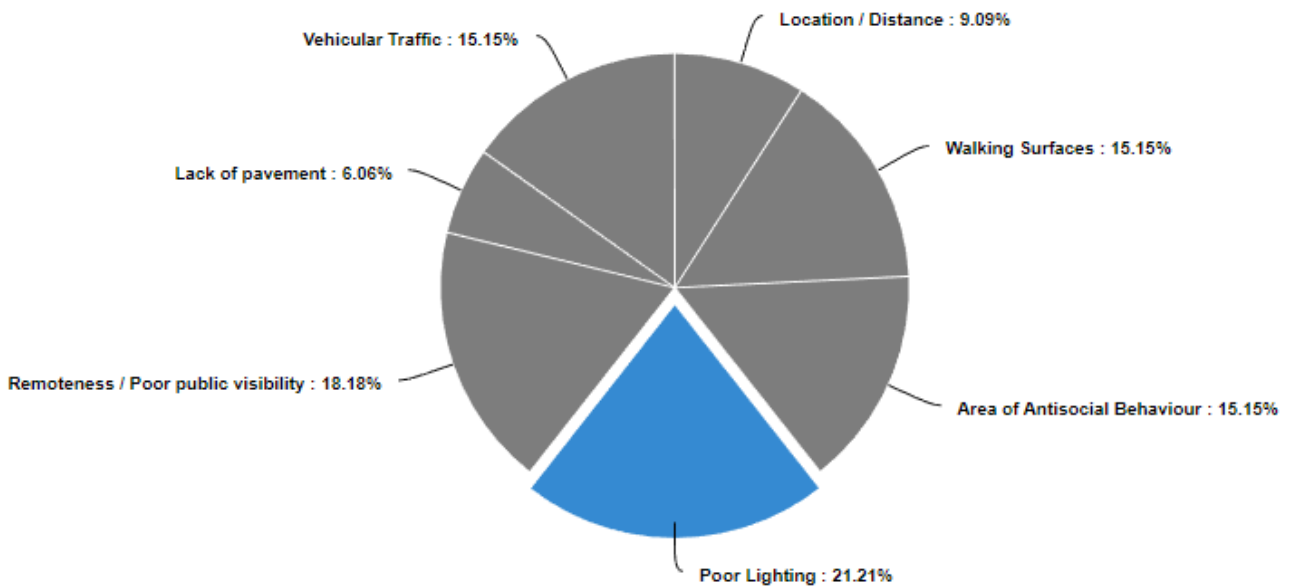
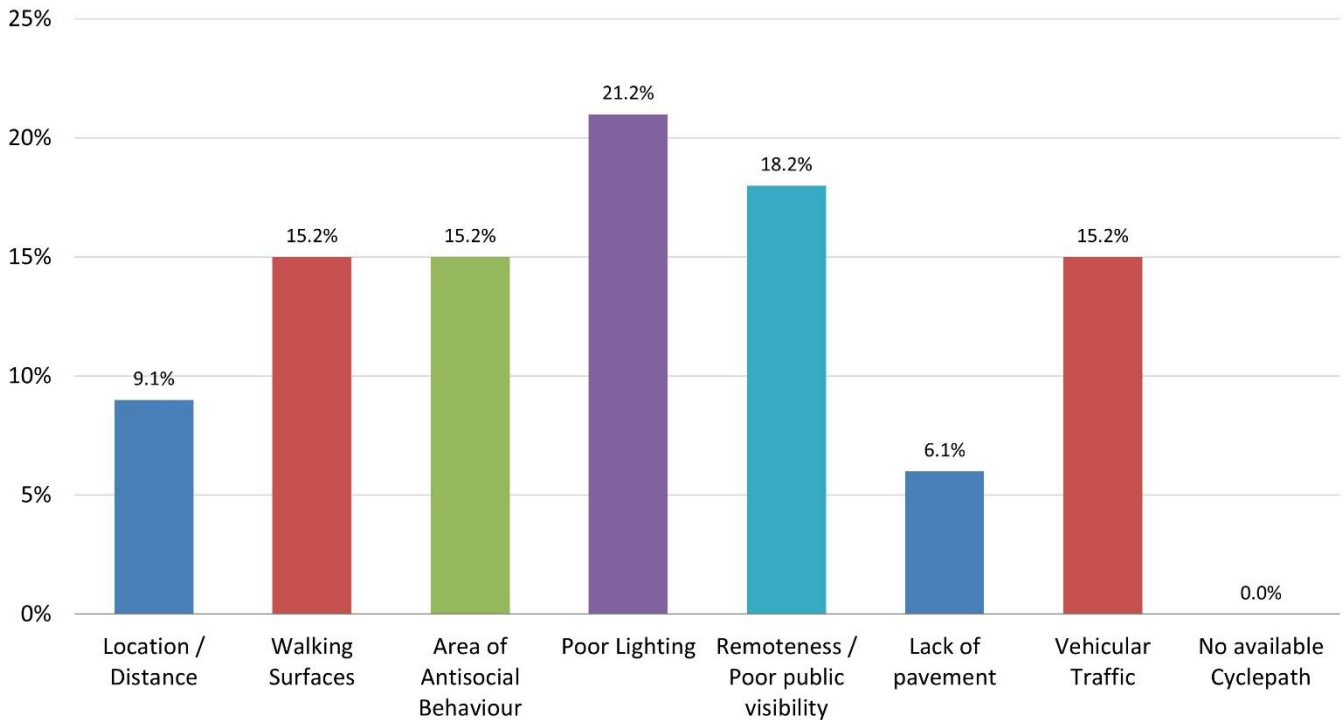


Figure 27: Pie chart of route C (Through the new, western Church Street development to the new pedestrian/cycleway) chosen, respondent concerns about route C.



## Cliffe and Cliffe Woods Residents Development Group



**Figure 28: Bar chart of route C (Through the new, western Church Street development to the new pedestrian/cycleway) chosen, respondent concerns about route C.**

5.24.5 From the 8 respondents, a total of 33 concerns were selected, an average of 4.1 concerns per respondent.

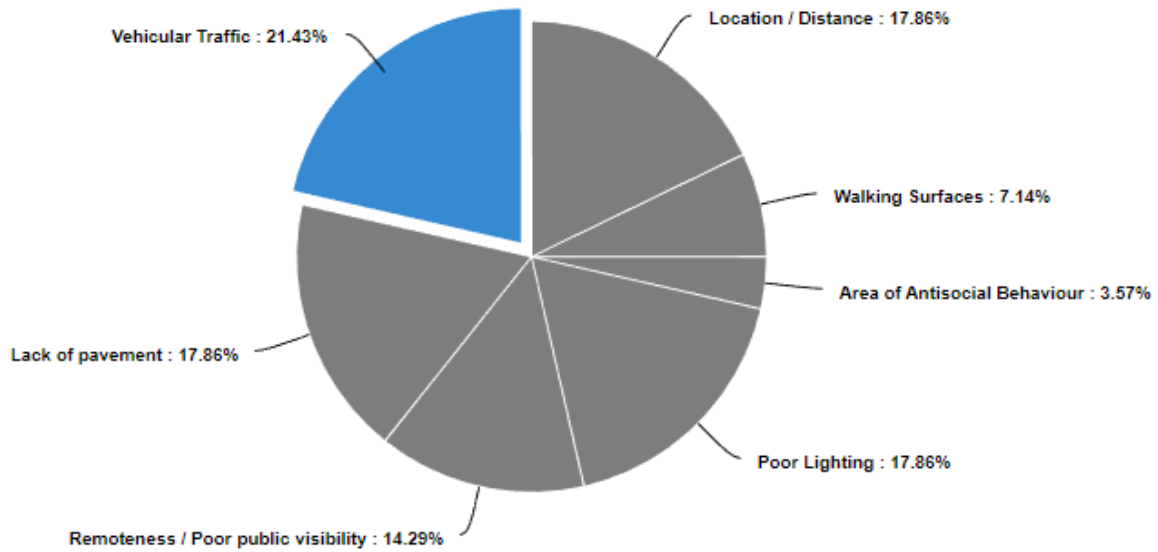
5.24.6 With the average in mind, the four most commonly selected areas of concern were: Poor Lighting (7, 21.2%), Remoteness / Poor public visibility (6, 18.2%) & a three-way tie between Walking surfaces, Area of Antisocial behaviour and Vehicular Traffic (5, 15.2%).

5.24.7 **What are the reasons for you not choosing route A (Along Buttway Lane)?**

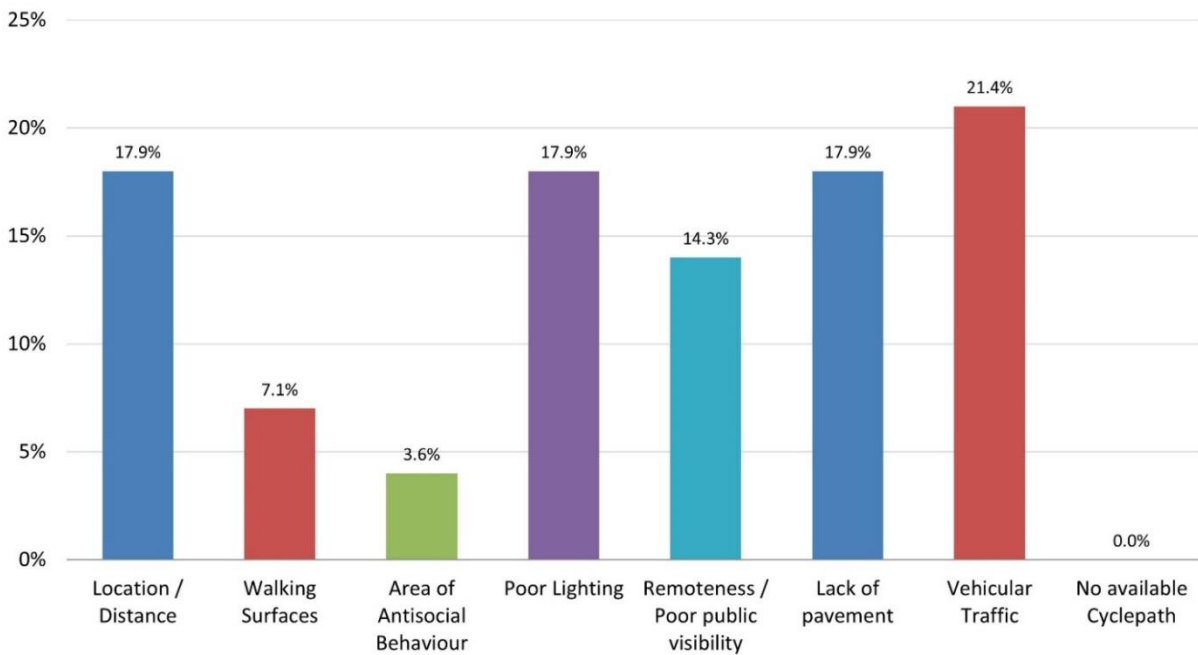
\*Compulsory multi-answer select question\*.



## Cliffe and Cliffe Woods Residents Development Group



**Figure 29: Pie chart of route C (Through the new, western Church Street development to the new pedestrian/cycleway) chosen, respondent concerns about route A.**



**Figure 30: Bar chart of route C (Through the new, western Church Street development to the new pedestrian/cycleway) chosen, respondent concerns about route A.**

5.24.8 Following on from 5.24 there was one further dropout from the survey and so the total number of responses was 7.

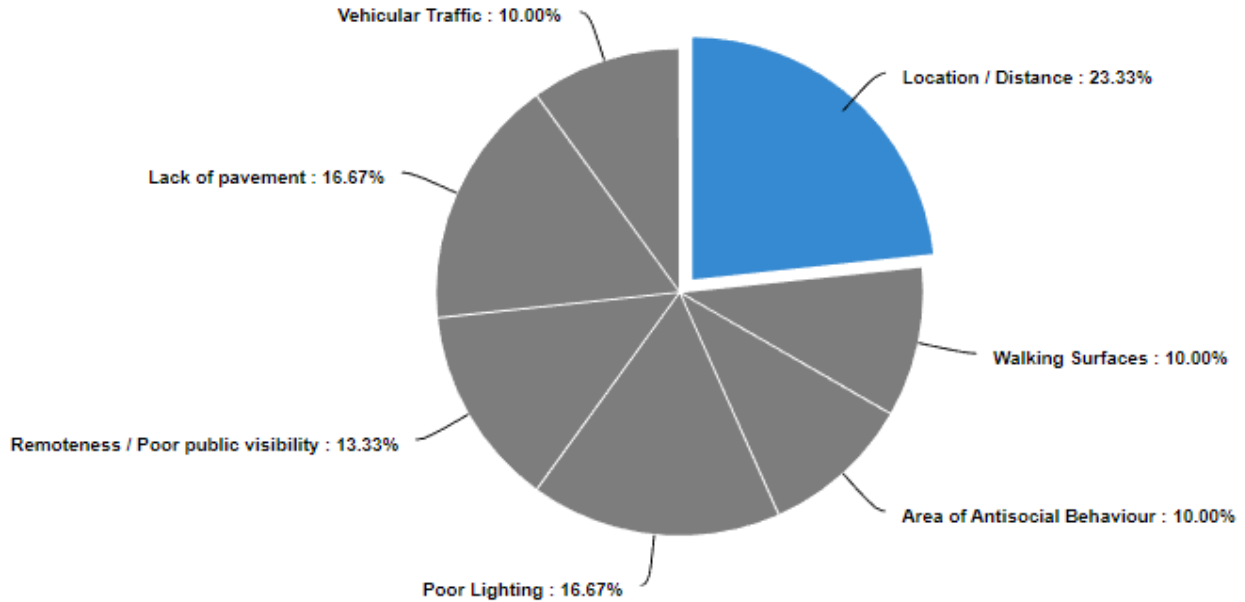
5.24.9 A total of 28 concerns were selected, which is an average of 4.0 concerns per respondent.



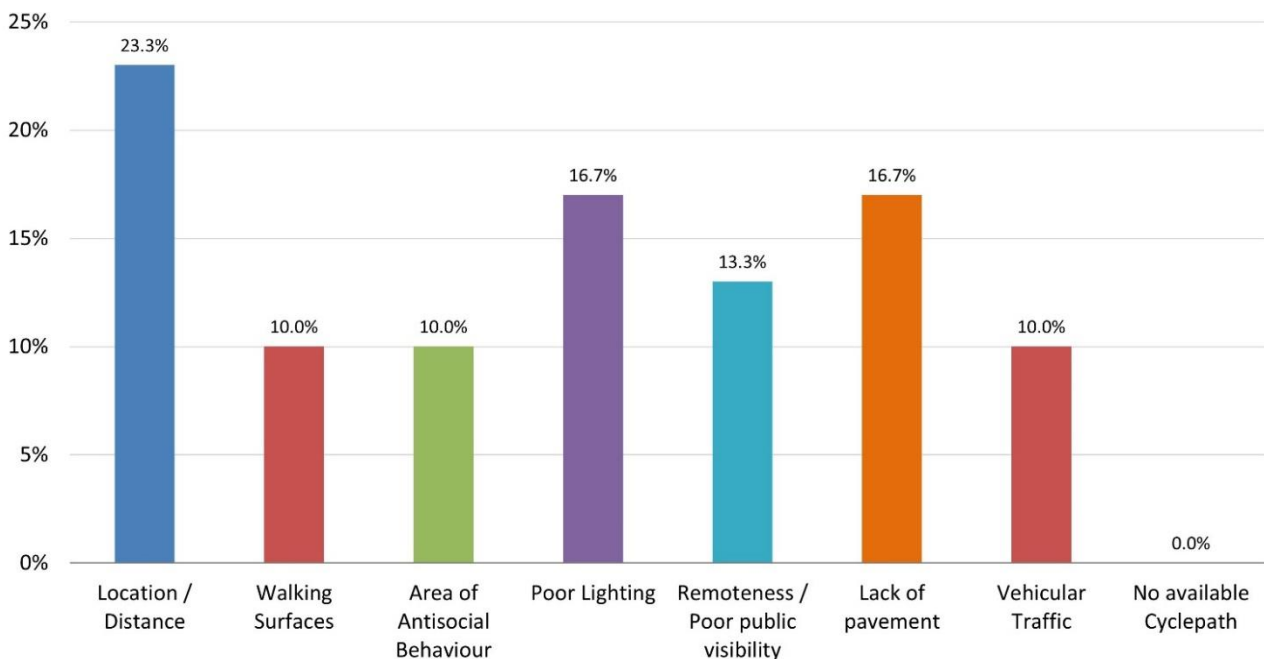
## Cliffe and Cliffe Woods Residents Development Group

5.24.10 With the average in mind, the most commonly selected concerns were Vehicular traffic (6, 21.4%) & then a three-way tie between Location / Distance, Poor Lighting & Lack of Pavement (5, 17.9%).

5.24.11 **What are the reasons for you not choosing route B (From higham road, up the proposed new pedestrian/cycleway)?** \*Compulsory multi-answer select question\*.



**Figure 31: Pie chart of route C (Through the new, western Church Street development to the new pedestrian/cycleway) chosen, respondent concerns about route B.**



**Figure 32: Bar chart of route C (Through the new, western Church Street development to the new pedestrian/cycleway) chosen, respondent concerns about route B.**





## Cliffe and Cliffe Woods Residents Development Group

5.24.12 Following on from 5.24.8 there were no further dropouts from the survey, so the results were from a total of 7 respondents.

5.24.13 A total of 30 concerns were selected, which is an average of 4.3 concerns per respondent.

5.24.14 With the average in mind, the most commonly selected concerns were Location / Distance (7, 23.3%), a two-way tie between Poor lighting & Lack of pavement (5, 16.7%) and Remoteness / Poor public visibility (4, 13.3%).

5.24.15 **What are the reasons for you not choosing route D (Between the properties on Church Steet to the Public Right of Way)?** \*Compulsory multi-answer select question\*.

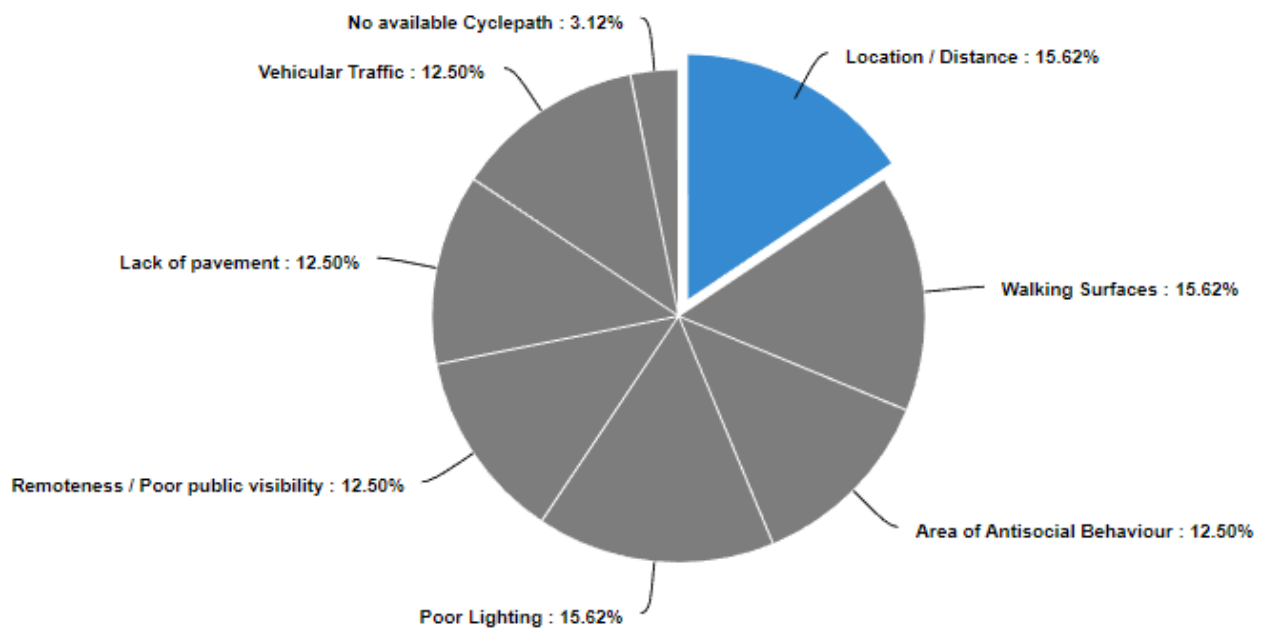
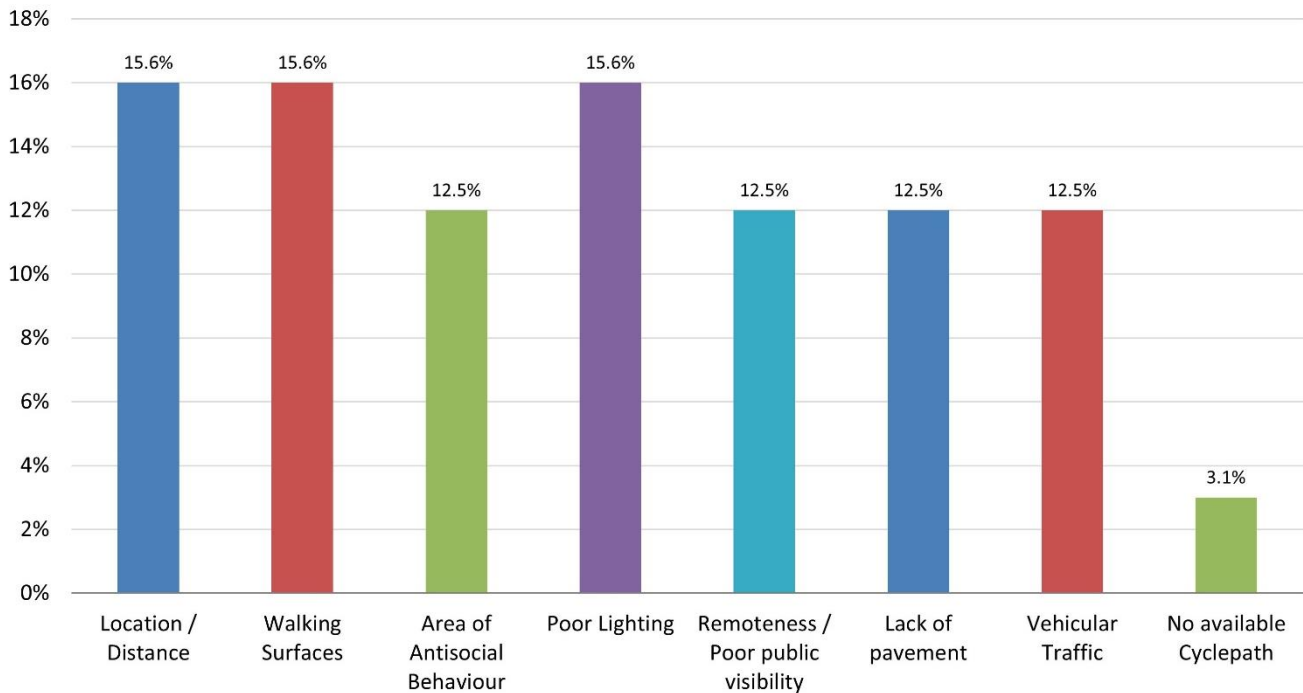


Figure 33: Pie chart of route C (Through the new, western Church Street development to the new pedestrian/cycleway) chosen, respondent concerns about route D.



## Cliffe and Cliffe Woods Residents Development Group

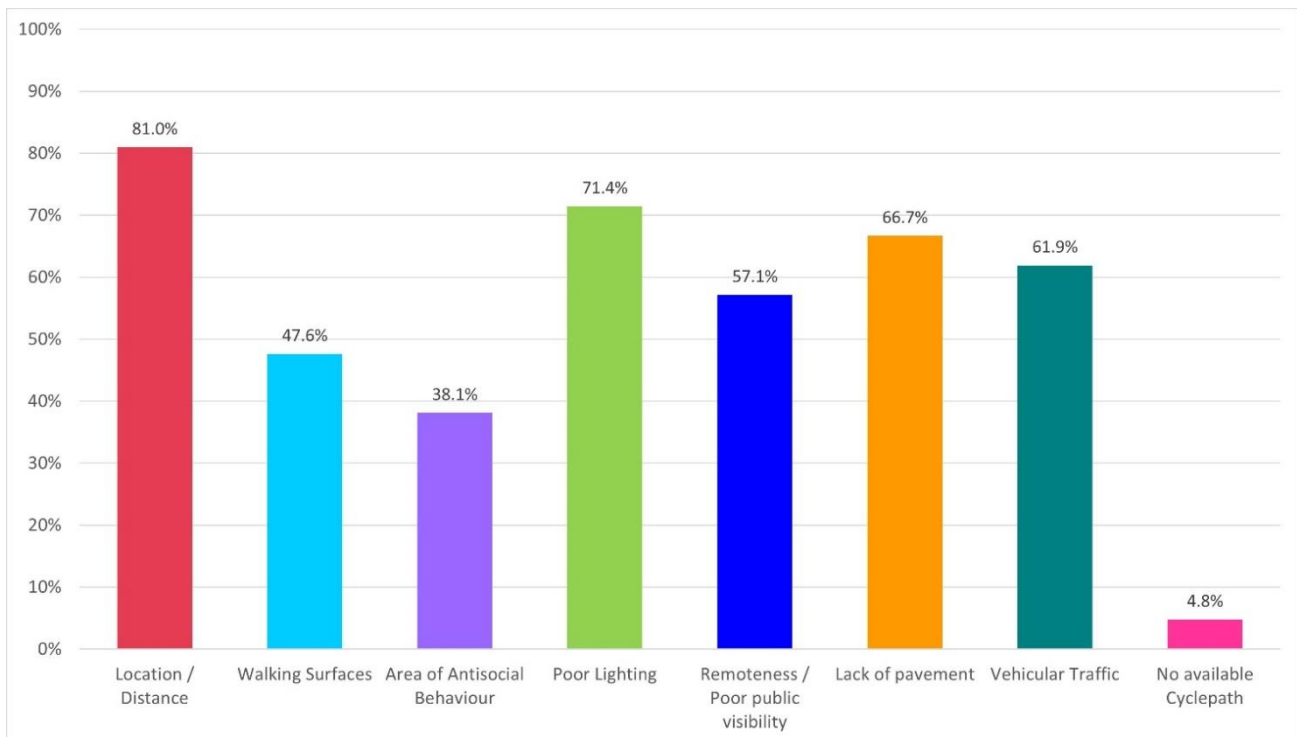


**Figure 34: Bar chart of route C (Through the new, western Church Street development to the new pedestrian/cycleway) chosen, respondent concerns about route D.**

- 5.24.16 Following on from 5.24.12, there were no further dropouts from the survey, so the results were from 7 respondents.
- 5.24.17 There were a total of 32 concerns selected, which is an average of 4.6 concerns per respondent.
- 5.24.18 With this average in mind, the most commonly selected concerns were: A three-way tie between Location / Distance, Walking Surfaces & poor lighting (5, 15.6%) and a four-way tie between Area of Antisocial behaviour, Remoteness / poor public visibility, Lack of pavement & Vehicular traffic (4, 12.5%).
- 5.24.19 The fact that there are so many responses with above a 10% share of the results would suggest that respondents who selected route C (Through the new, western Church Street development to the new pedestrian/cycleway) find the option route D a universally poor option.



## Cliffe and Cliffe Woods Residents Development Group



**Figure 35: Bar chart to show the concerns selected for each non-chosen route, on average as a percentage of total respondents (for the respondents who selected C-Through the new, western Church Street development to the new pedestrian/cycleway as their chosen route).**

- 5.24.20 For those who selected route C as their chosen route, on average 81.0% of all respondents highlighted location as a reason for not selecting each of the routes A, B & D. This very high response rate suggests that location &/or distance was the major driving factor to route suitability.
- 5.24.21 Within this cohort there were high response rates to several other concerns as well. Secondary factors for not selecting routes A, B & D were; Poor lighting (71.4%), Lack of Pavement (66.7%), Vehicular traffic (61.9%), Remoteness / Poor public visibility (57.1%), Walking surfaces (47.6%) & Area of Antisocial behaviour (38.1%).
- 5.24.22 The high number of secondary factors for not choosing routes A, B & D, would suggest that for all respondents, their choice of route C was due to limited suitable options.
- 5.24.23 It should be noted that there were only 7 respondents who chose access route C, which means that the confidence in the statistical relevance of results is low.
- 5.25 The following results within 5.26 are for those respondents who selected route D as their chosen access route as per 5.16.
- 5.26 **You have chosen route D (Between the properties on Church Steet to the Public Right of Way), do you have any concerns about this access route? \*Compulsory Multi-answer select question\***



## Cliffe and Cliffe Woods Residents Development Group

- 5.26.1 From 5.16, 37.1% or 65 respondents selected route D, between the properties on Church Steet to the Public Right of Way, to access the relocated sports facilities.
- 5.26.2 There was 1 respondent who dropped out at this point of the survey and so the following results were from a total of 64 respondents.
- 5.26.3 The below charts and analysis are from their responses to the assessment of each access route available, A-D, to the relocated sports facilities proposed.

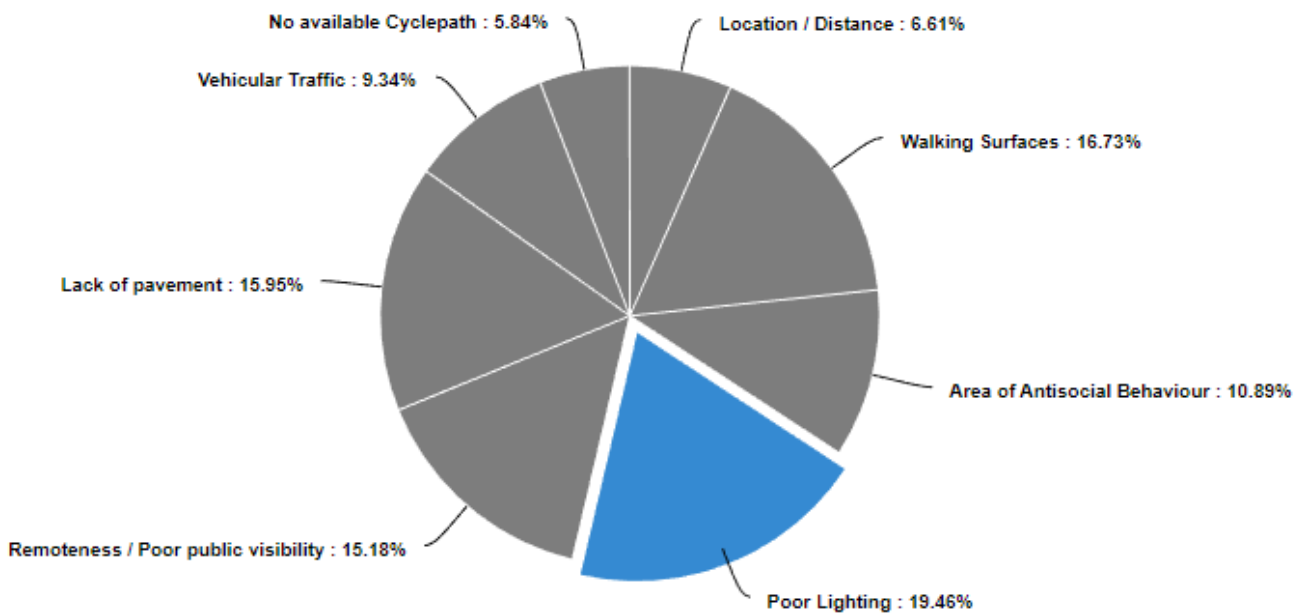
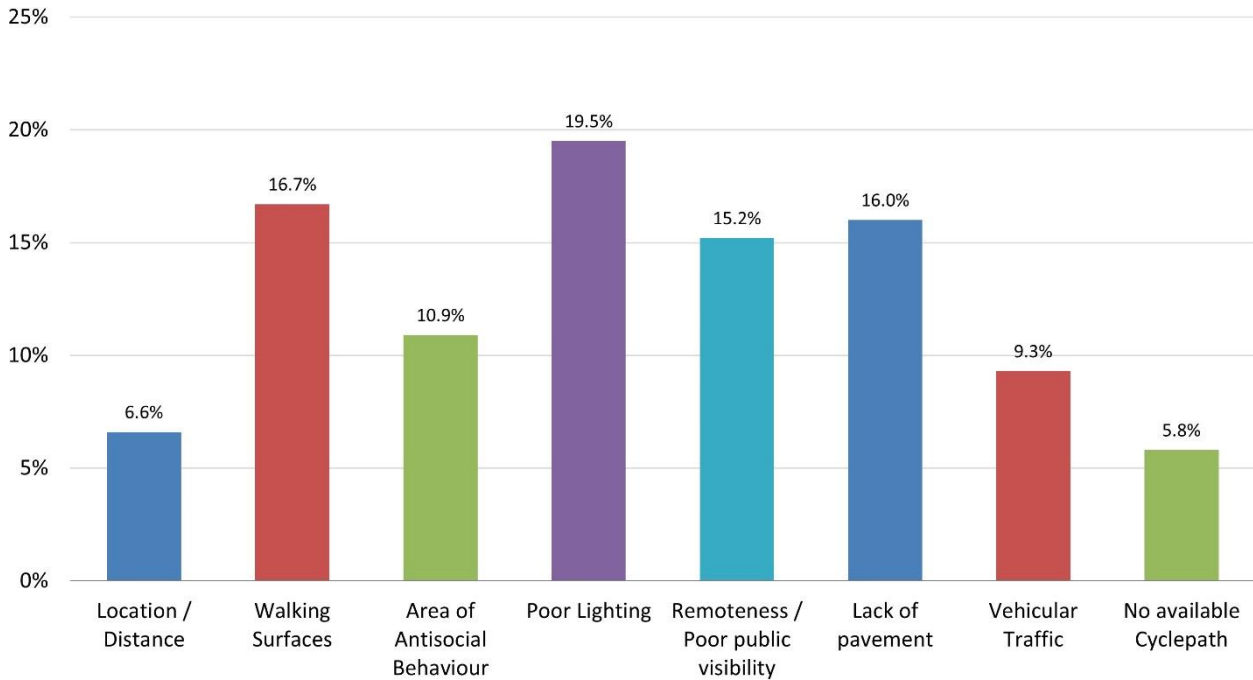


Figure 36: Pie chart of D (Between the properties on Church Steet to the Public Right of Way) chosen, respondent concerns about route D.



## Cliffe and Cliffe Woods Residents Development Group



**Figure 37: Bar chart of D (Between the properties on Church Steet to the Public Right of Way) chosen, respondent concerns about route D.**

5.26.4 From the 64 respondents, a total of 257 concerns were selected, an average of 4.0 concerns per respondent.

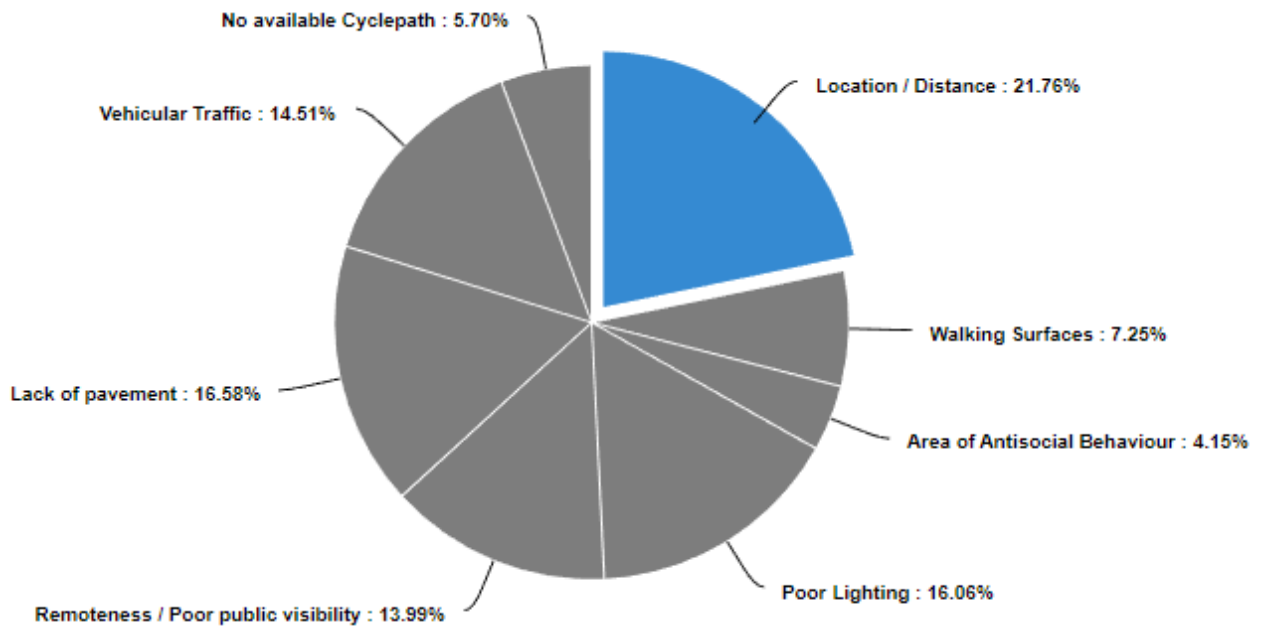
5.26.5 With the average in mind, the four most commonly selected areas of concern were: Poor Lighting (50, 19.5%), Walking Surfaces (43, 16.7%), Lack of pavement (41, 16.0%) & Remoteness / Poor public visibility (39, 15.2%).

5.26.6 **What are the reasons for you not choosing route A (Along Buttway Lane)?**

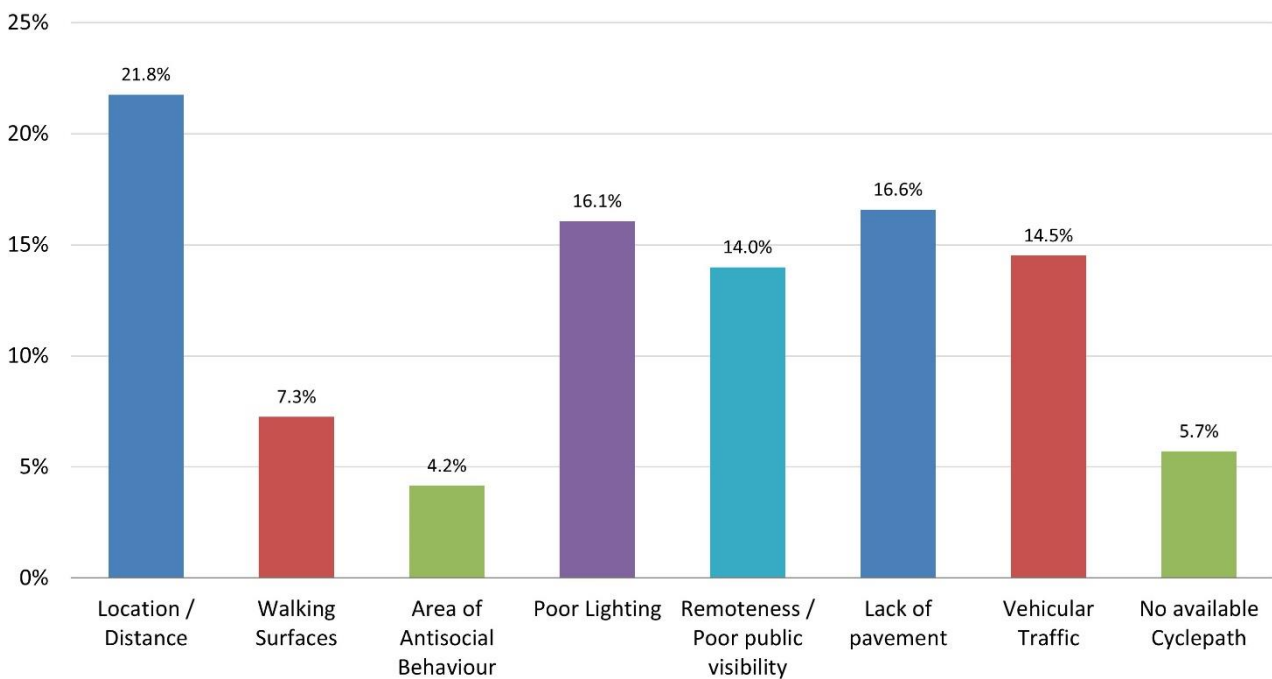
\*Compulsory Multi-answer select question\*



## Cliffe and Cliffe Woods Residents Development Group



**Figure 38: Pie chart of D (Between the properties on Church Steet to the Public Right of Way) chosen, respondent concerns about route A.**



**Figure 38: Bar chart of D (Between the properties on Church Steet to the Public Right of Way) chosen, respondent concerns about route A.**

5.26.7 Following on from 5.26 there were 11 further dropouts from the survey at this point, which means that there was a total of 53 respondents.

5.26.8 A total of 193 concerns were selected, which is an average of 3.6 concerns per respondent.



# Cliffe and Cliffe Woods Residents Development Group

5.26.9 With the average in mind, the most commonly selected concerns were Location / Distance (42, 21.8%), Lack of pavement (32, 16.6%) & Poor lighting (31, 16.1%).

5.26.10 **What are the reasons for you not choosing route B (From Higham road, up the proposed new pedestrian/cycleway)?** \*Compulsory Multi-answer select question\*

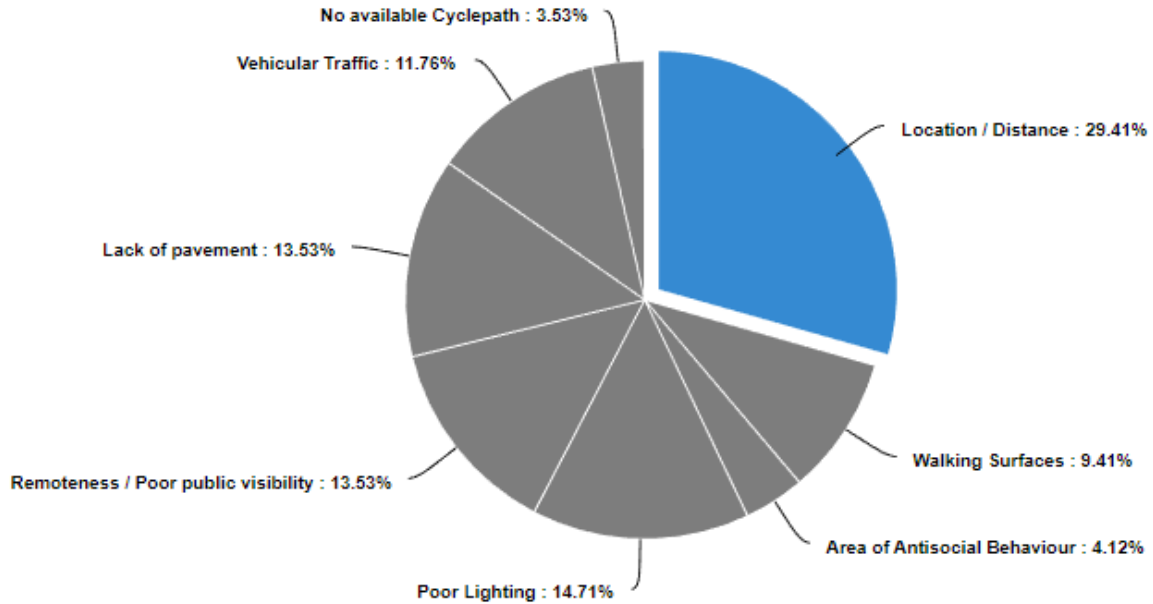


Figure 39: Pie chart of D (Between the properties on Church Steet to the Public Right of Way) chosen, respondent concerns about route B.

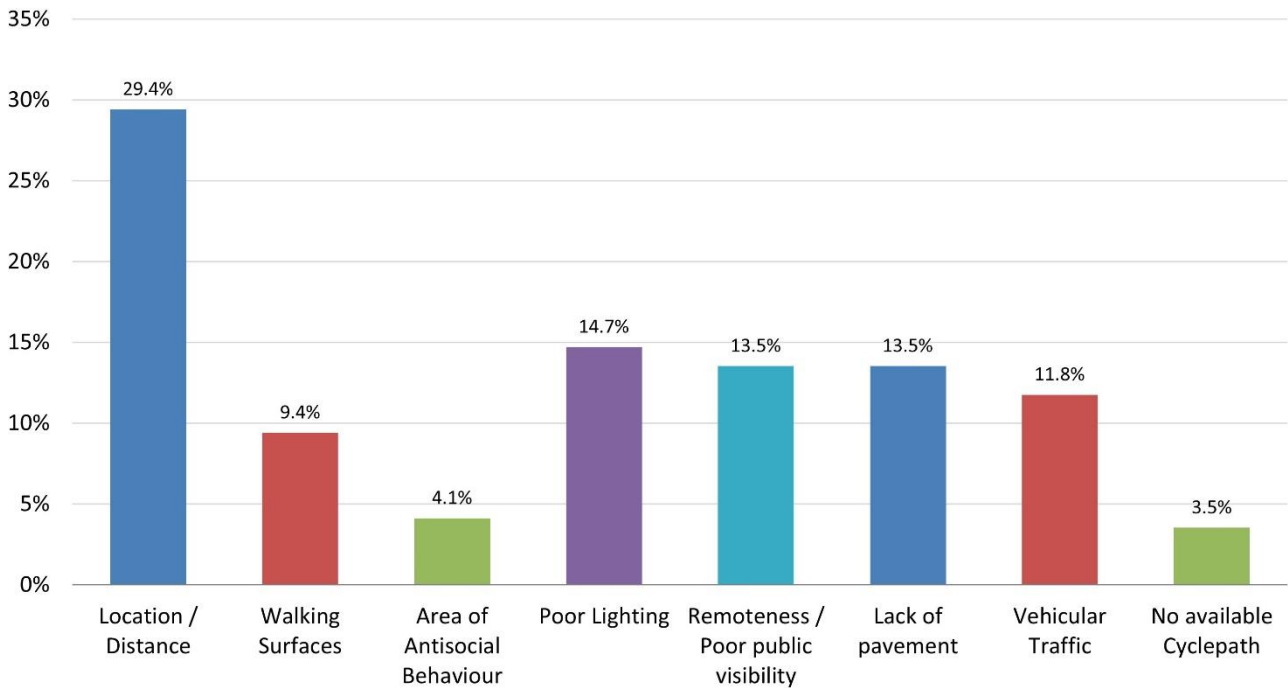
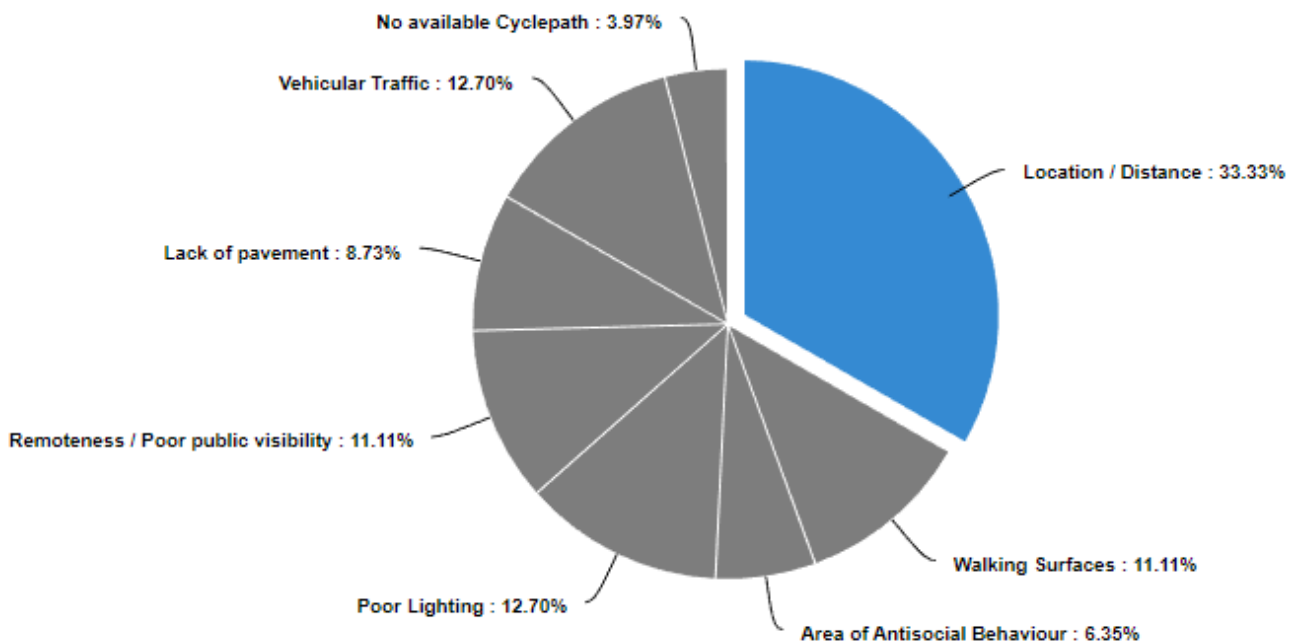


Figure 40: Bar chart of D (Between the properties on Church Steet to the Public Right of Way) chosen, respondent concerns about route B.



## Cliffe and Cliffe Woods Residents Development Group

- 5.26.11 Following on from 5.26.7 there were no further dropouts from the survey, which means that there was a total of 53 respondents.
- 5.26.12 A total of 170 concerns were selected, which is an average of 3.2 concerns per respondent.
- 5.26.13 With the average in mind, the most commonly selected concerns were Location/Distance (50, 29.4%), Poor lighting (25, 14.7%) & two-way tie between Remoteness/Poor public visibility & Lack of pavement (23, 13.5%).
- 5.26.14 **What are the reasons for you not choosing route C (Through the new, western Church Street development to the new pedestrian/cycleway)?** \*Compulsory Multi-answer select question\*

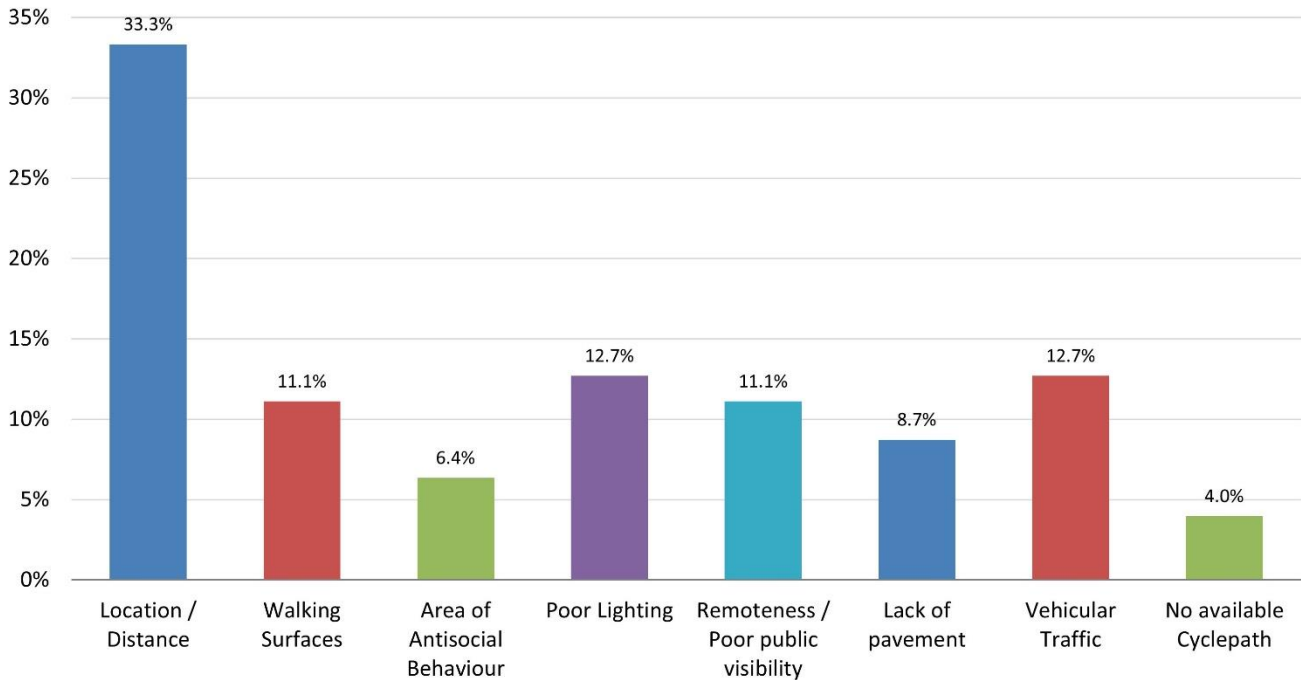


**Figure 41: Pie chart of D (Between the properties on Church Steet to the Public Right of Way) chosen, respondent concerns about route C.**





## Cliffe and Cliffe Woods Residents Development Group

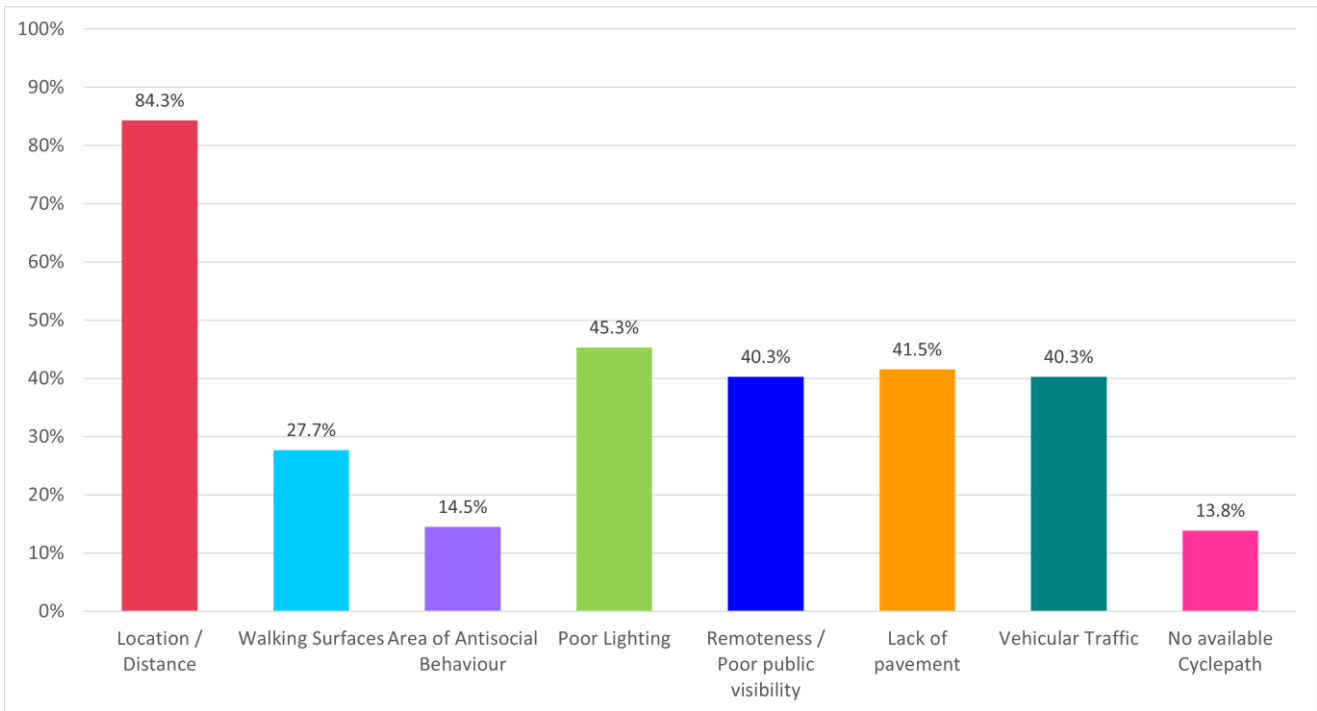


**Figure 42: Bar chart of D (Between the properties on Church Steet to the Public Right of Way) chosen, respondent concerns about route C.**

- 5.26.15 Following on from 5.26.11 there were no further dropouts from the survey, which means that there was a total of 53 respondents.
- 5.26.16 A total of 126 concerns were selected, which is an average of 2.4 concerns per respondent.
- 5.26.17 With the average in mind, the most commonly selected concerns were Location/Distance (42, 33.3%) & a two-way tie between Poor lighting & Vehicular traffic (16, 12.7%).



## Cliffe and Cliffe Woods Residents Development Group



**Figure 43: Bar chart to show the concerns selected for each non-chosen route, on average as a percentage of total respondents (for the respondents who selected D - Between the properties on Church Steet to the Public Right of Way).**

5.26.18 For those who selected route D as their chosen route, on average 84.3% of all respondents highlighted location as a reason for not selecting each of the routes A-C. This very high response rate suggests that location &/or distance was the major driving factor to route suitability.

5.26.19 Common secondary factors for not selecting routes A-C were; Poor lighting (45.3%), Lack of pavement (41.5%), Remoteness/poor public visibility ( 40.3%) & Vehicular traffic (40.3%).

### 5.27 Is there anything else you'd like to tell us about the access to the relocated sports ground?

\*Comments box for free responses\*

5.27.1 Word cloud responses per route are shown below. All responses can be found in appendix 7.







## **Cliffe and Cliffe Woods Residents Development Group**

### **Analysis of Survey Responses per Route**

5.28 The following section will detail the results and analysis from all access survey responses in relation to the route chosen.

5.29 The pedestrian and cycle routes available to survey respondents, as per 4.6.6 and appendices 4, were as follows:

A – Along Buttway Lane

B - From Higham road, up the proposed new pedestrian/cycleway

C - Through the Western Church Street Development to the new pedestrian/cycleway

D - Between the properties on Church Steet to the Public Right of Way.

5.30 The following table shows the number of respondents per street, as identified during 5.9, for each of the routes selected. Each residential street option available during question 5.9 is visible within the data, even if no responses were received. The miles for each route option are also shown.



# Cliffe and Cliffe Woods Residents Development Group

Buckland Road					Total
	A	B	C	D	
Number per route	1				1
Miles per route	1.24				1.24

Buttway Lane					Total
	A	B	C	D	
Number per route	6		1		7
Miles per route	0.12		0.74		0.86

Chancery Road					Total
	A	B	C	D	
Number per route	6			1	7
Miles per route	0.5			0.25	0.75

Chesterton Road					Total
	A	B	C	D	
Number per route				4	4
Miles per route				0.1	0.1

Church Close					Total
	A	B	C	D	
Number per route	1			2	3
Miles per route	0.39			0.4	0.79

Church Street (North of Primary School)					Total
	A	B	C	D	
Number per route	4	2	1	5	12
Miles per route	0.33	0.91	0.54	0.1	1.88

Church Street (South of Primary School)					Total
	A	B	C	D	
Number per route	3	4		10	17
Miles per route	0.7	0.55		0.32	1.57

Cliffe Court					Total
	A	B	C	D	
Number per route	3				3
Miles per route	0.27				0.27

Cooling Road					Total
	A	B	C	D	
Number per route		3	2	4	9
Miles per route		0.62	0.61	0.54	1.77

Cooling Street					Total
	A	B	C	D	
Number per route				1	1
Miles per route				1.62	1.62



# Cliffe and Cliffe Woods Residents Development Group

Elford Road					Total
	A	B	C	D	
Number per route				1	1
Miles per route				0.2	0.2

Green Lane					Total
	A	B	C	D	
Number per route	2				2
Miles per route	0.51				0.51

Higham Road					Total
	A	B	C	D	
Number per route		4			4
Miles per route		0.42			0.42

Marsh Lane					Total
	A	B	C	D	
Number per route	3				3
Miles per route	0.51				0.51

Mead Wall					Total
	A	B	C	D	
Number per route				1	1
Miles per route				0.8	0.8

Millcroft Road					Total
	A	B	C	D	
Number per route	1		1	8	10
Miles per route	0.62		0.4	0.27	1.29

New Road					Total
	A	B	C	D	
Number per route	2	9	3	2	16
Miles per route	0.76	0.47	0.48	0.39	2.1

North Road					Total
	A	B	C	D	
Number per route	1				1
Miles per route	0.46				0.46

Norwood Close					Total
	A	B	C	D	
Number per route				3	3
Miles per route				0.39	0.39

Perry Hill					Total
	A	B	C	D	
Number per route				1	1
Miles per route				1.48	1.48

Pond Hill					Total
	A	B	C	D	
Number per route	5				5
Miles per route	0.32				0.32

Quickrells Avenue					Total
	A	B	C	D	
Number per route	1				1
Miles per route	0.4				0.4



# Cliffe and Cliffe Woods Residents Development Group

Rectory Road					Total
	A	B	C	D	
Number per route	1	2			3
Miles per route	1.31	1			2.31

Reed Street					Total
	A	B	C	D	
Number per route	8			1	9
Miles per route	0.41			0.42	0.83

Restmore Close					Total
	A	B	C	D	
Number per route		2			2
Miles per route		0.42			0.42

Rookery Crescent					Total
	A	B	C	D	
Number per route				1	1
Miles per route				0.44	0.44

Rye Street					Total
	A	B	C	D	
Number per route					0
Miles per route					0

Salt Lane					Total
	A	B	C	D	
Number per route					0
Miles per route					0

St Helen's Road					Total
	A	B	C	D	
Number per route	1			3	4
Miles per route	0.39			0.18	0.57

Station Road					Total
	A	B	C	D	
Number per route		3		5	8
Miles per route		0.57		0.48	1.05





# Cliffe and Cliffe Woods Residents Development Group

Swingate Avenue					Total
	A	B	C	D	
Number per route	3			2	5
Miles per route	0.38			0.34	0.72

Symonds Road					Total
	A	B	C	D	
Number per route		2		1	3
Miles per route		0.48		0.54	1.02

Thatchers Lane					Total
	A	B	C	D	
Number per route	5			5	10
Miles per route	0.48			0.44	0.92

Town Road					Total
	A	B	C	D	
Number per route					0
Miles per route					0

Turner Street					Total
	A	B	C	D	
Number per route		1	1	2	4
Miles per route		0.8	0.43	0.28	1.51

Wadlands Road					Total
	A	B	C	D	
Number per route	4				4
Miles per route	0.47				0.47

Well Penn Road					Total
	A	B	C	D	
Number per route					0
Miles per route					0

West Street / Manor Farm Close					Total
	A	B	C	D	
Number per route	7	1			8
Miles per route	0.37	0.82			1.19

Wharf Lane / Henry Pye Place					Total
	A	B	C	D	
Number per route				2	2
Miles per route				0.6	0.6

**Table 1: Survey responses per Cliffe residential street with miles per route indicated.**

5.31 Each of the route choices shown in table 1 are also plotted on a map of Cliffe village within appendices 6. Routes were colour coded for the purposed of visual analysis; Blue – Along Buttway Lane (A), Pink - From Higham road, up the proposed new pedestrian/cycleway (B), Yellow - Through the Western Church Street Development to the new pedestrian/cycleway (C) & Green - Between the properties on Church Steet to the Public Right of Way (D).

5.32 Table 2 shows the total number of respondents that selected each route, the total miles for all routes selected & then the total miles per respondent for each route choice.



## Cliffe and Cliffe Woods Residents Development Group

	A	B	C	D
<b>Total Respondents</b>	68	33	9	65
<b>Total Miles</b>	29.72	18.92	4.77	25.50
<b>Miles per Respondent</b>	0.44	0.57	0.53	0.39

**Table 2: Table of respondent route choice and the average miles associated with that route per respondent.**

5.33 For routes A & D, with the highest number of respondents, these options also have the lowest miles per respondent. This indicates that the respondents selecting routes A & D are predominantly from locations closer to the proposed relocated sports facilities.



## Cliffe and Cliffe Woods Residents Development Group

### 6. Summary & Conclusions

#### Review of Survey Aims

6.1 The aims of the survey were generally well met, with each discussed below:

- 6.1.1 As per 2.1.1 aim *'To assess the non-vehicular route chosen by residents from all over Cliffe, Kent with regards to accessing the relocated sports facilities as proposed by Trenport as part of planning application MC/22/0254.'* – This aim has been successfully achieved, with a large set of responses from a range of locations throughout the village. Responses were successfully limited to pedestrian and cycle access only.
- 6.1.2 As per 2.1.2 aim *'To compare the non-vehicular access routes selected by residents to see which parameters are the predominant driving factor with regards to route choice in order to access sports facilities.'* – The questionnaire design has enabled a robust analysis of the route choices by Cliffe residents in terms of the practicalities of accessing sports facilities if relocated as per MC/22/0254. The filtering questions about pedestrian and cycle access have kept all data relevant.
- 6.1.3 As per 2.1.3 aim *'To see if age plays a significant role in the route favoured by residents when deciding their access route to facilities'* – This aim has been somewhat achieved, but there is scope for further work & analysis. The average age has been calculated for all respondents as well as for certain cohorts. It does not appear that age is a determining factor for route choice, however it is not possible to ascertain if it is a secondary consideration based on the limited information available.
- 6.1.4 As per 2.1.4 *'To analyse all characteristics of concern for each of the main routes available to Cliffe residents and to assess whether these concerns affect the overall route chosen'* – This aim has been successfully achieved for all chosen & non-chosen routes. Analysis was also possible for each cohort of chosen routes and for all of the non-chosen routes. This has enabled a more in-depth analysis of the general concerns or parameters that drive route choices.

6.2 With regards to assessing how successfully the survey achieved it's aims, it would first be useful to discuss flaws and then the strengths of the survey, followed by a summary of the findings from all survey result analysis.



## Cliffe and Cliffe Woods Residents Development Group

### Survey Flaws or Limitations

- 6.3 One limitation of the survey has been to do with the weighting of the respondents' concerns selected. It can be assumed that the route selected will, on balance, be the best option out of the 4 available to the respondent. However, it should not be assumed that each option will be weighted equally per respondent. E.g., Respondent X might select 3 of his greatest concerns, with poor lighting being the most worrying parameter for his chosen route. However, respondent Y may also select poor lighting, but may do so with much lower significance, with it being the 3<sup>rd</sup> concern he selected. Within the data, these two responses would look identical, but the reality may be quite different. It is, however, possible to analyse the data with confidence, if the sample size is large enough, so long as averages or % of cohort statistics are used. With this method, we are measuring the number of times an option is selected across a whole cohort and so it can be assumed that those with the highest rating will be considered the more important parameters across the whole group.
- 6.4 As per 4.6.7 phraseology of question, designed to focus the respondent on access needs, not desire to access. This fact should be applied to all chosen routes, as this does not necessarily mean that respondents would use the chosen route or that they would make use of the relocated facilities. Cliffe residents' thoughts and feeling with regards to the relocated facilities and outside the scope of this survey.
- 6.5 It was a flaw in the survey that a follow-up question was not asked to ascertain why respondents could not access the new facilities at 5.14. If time allowed, it would be desirable to investigate these reasons alongside the age demographic per chosen route.
- 6.6 It was hoped that a per street analysis would have provided a much more in depth analysis for determining route choice or non-choice by respondents. However, once the pool of respondents had been split by street & then again by route choice, the respondent numbers were too low to have any confidence in the data and analysis achievable. It was determined that focusing on per-route analysis was the most effective for the scope of this survey.

### Strengths of the Survey

- 6.7 The methods of survey distribution (CCWRDG mailing list and Facebook groups) are unlikely to have had a negative of leading effect on responses, as outlined below:
- 6.7.1 As per 4.4 the digital questionnaire was shared via local Facebook Groups as well as Cliffe & Cliffe Woods Residents Development Group Facebook group and mailing list. The overall effect of these sharing methods, coupled with the fact the survey was accessible digitally only, is anticipated to have a neutral effect on the demographic of respondents as the effects will cancel each other out, as per 4.4.1 – 4.5.



## Cliffe and Cliffe Woods Residents Development Group

6.7.2 As part of 4.5 it should be noted that the CCWRDG mailing list email received a total of 83 survey link clicks. The survey had a total of 399 surveys started (Appendix 8), so the mailing list forms 20.8% of all surveys started. This adds confidence to the significance of the data achieved from the survey, as the CCWRDG has not had any undue influence of the survey respondent numbers.

6.8 The survey design has allowed a very high level of analysis per route for each chosen & non-chosen access option.

### Summary of Key Results

6.9 The following section is a summary of some of the key findings from the access to sports facilities survey.

6.10 As per 5.5 the average age of respondents to this survey was 54 years old. There were some caveats to the average age calculation & this figure is likely to be an underestimate of the actual average age as per 5.8.

6.11 In response to 5.13 & 5.14, it is suggested that age is not the only factor affecting whether respondents could access the relocated sports facilities. If age was a dominant factor in route choice, then it would be anticipated that the cohort who could walk to the current APCM facilities, but could not reach the proposed relocated facilities, would be of an older demographic than in the main set of respondents. As per 5.14.4, the age demographic remained the same. At this stage, this simply points to another factor being the driving factor behind lack of access to facilities, which it is not possible to ascertain from this survey data.

6.12 The most commonly selected routes, from 175 respondents, were detailed in 5.16, with the results as follows:

Route	# of respondents	% of respondents
A - Along Buttway Lane	68	38.9%
B - From Higham road, up the proposed new pedestrian/cycleway	33	18.9%
C - Through the Western Church Street Development to the new pedestrian/cycleway	9	5.1%
D - Between the properties on Church Street to the Public Right of Way	65	37.1%

**Table 3: Summary of route choice results.**

6.13 For the positively selected route choices, the average figure of concerns selected per respondent gives an indication of how comfortable residents feel with the route choices



## Cliffe and Cliffe Woods Residents Development Group

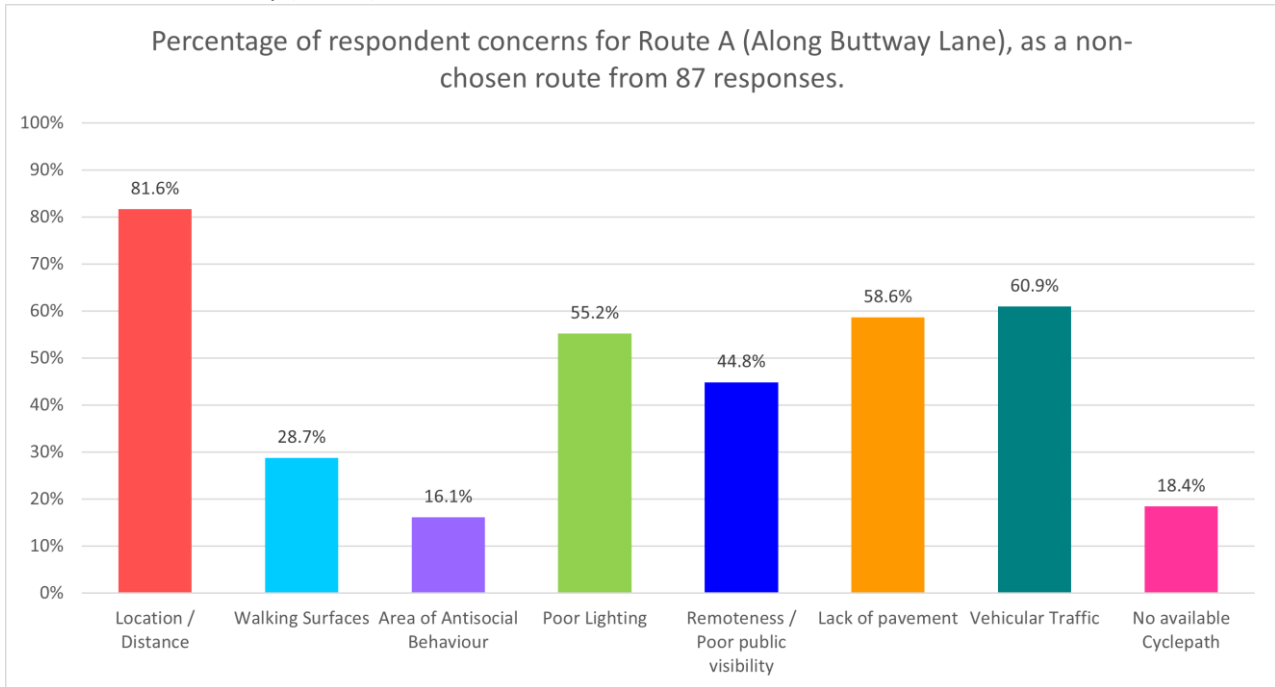
available to them. The number of concerns available to select per route choice was eight, and respondents were asked to select all that applied. For all routes chosen the average number of concerns selected was eight. This is over 50% of the available concerns and suggests that respondent felt there were issues with all routes available to them in order to access the relocated sports facilities.

- 6.14 Location appears to be the dominant concern for routes not chosen. This is evidenced in the cumulative analysis of all non-chosen routes, per cohort, where at least 80% of all respondents selected location as a concern.
- 6.15 Secondary factors for non-chosen routes vary per route and are summarised below in 6.16 & 6.17.
- 6.16 Below are summarised the cumulative responses for non-chosen routes as per each chosen route cohort. This reveals the concerns for each non-chosen route by the sub-section of respondents that selected routes A-D as their chosen access:
- 6.16.1 For cohort A (Along Buttway Lane selected as chosen route) common secondary factors, as per 5.20.22, for not selecting routes B-D were; Lack of pavement (35.9%) & Walking surfaces (34.0%).
- 6.16.2 For cohort B (From Higham road, up the proposed new pedestrian/cycleway) Common secondary factors, as per 5.22.20, for not selecting routes A, C & D were Vehicular traffic (53.1%), Poor lighting (43.2%) & Lack of pavement (38.3%).
- 6.16.3 For cohort C (Through the Western Church Street Development to the new pedestrian/cycleway) common secondary factors, as per 5.24.21, for not selecting routes A, B & D were; Poor lighting (71.4%), Lack of Pavement (66.7%), Vehicular traffic (61.9%), Remoteness / Poor public visibility (57.1%), Walking surfaces (47.6%) & Area of Antisocial behaviour (38.1%).
- 6.16.4 For cohort D (Between the properties on Church Steet to the Public Right of Way) Common secondary factors, as per 5.26.19, for not selecting routes A-C were; Poor lighting (45.3%), Lack of pavement (41.5%), Remoteness/poor public visibility ( 40.3%) & Vehicular traffic (40.3%).
- 6.17 Cumulative responses for each non-chosen route reveal the suitability of each access route option, across the whole survey sample. Results are detailed below as percentages of respondents to ensure a fair comparison.



## Cliffe and Cliffe Woods Residents Development Group

6.17.1 For route A the major concerns were Location/Distance (81.6%), Vehicular traffic (60.9%), Lack of pavement (58.6%), Poor lighting (55.2%) & Remoteness/poor public visibility (44.8%).

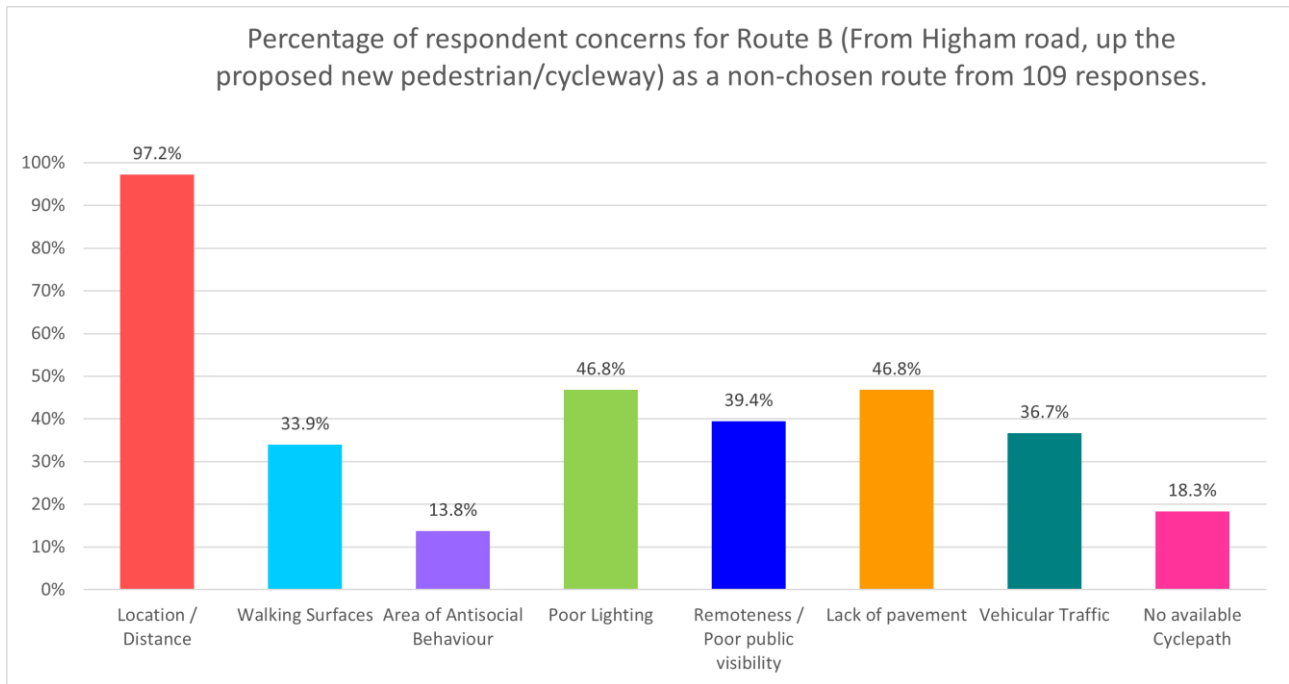


**Figure 48: For respondents that did not select route A as their chosen access, concerns selected as a percentage of respondents.**

6.17.2 For route B the major concerns were Location/Distance (97.2%), Poor lighting (46.8%), Lack of pavement (46.8%), Remoteness/poor public visibility (39.4%) & Vehicular traffic (36.7%).

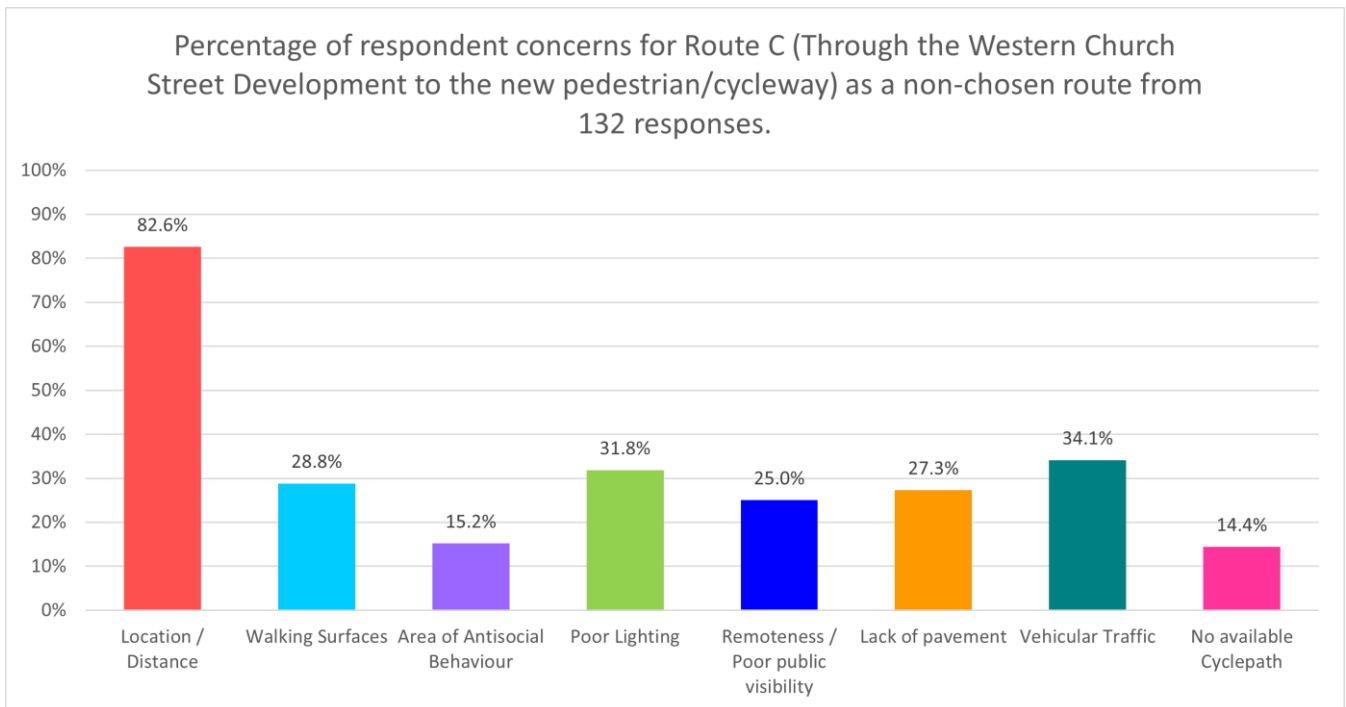


## Cliffe and Cliffe Woods Residents Development Group



**Figure 49: For respondents that did not select route B as their chosen access, concerns selected as a percentage of respondents.**

6.17.3 For route C the major concerns were Location/Distance (82.6%) & Vehicular traffic (34.1%)



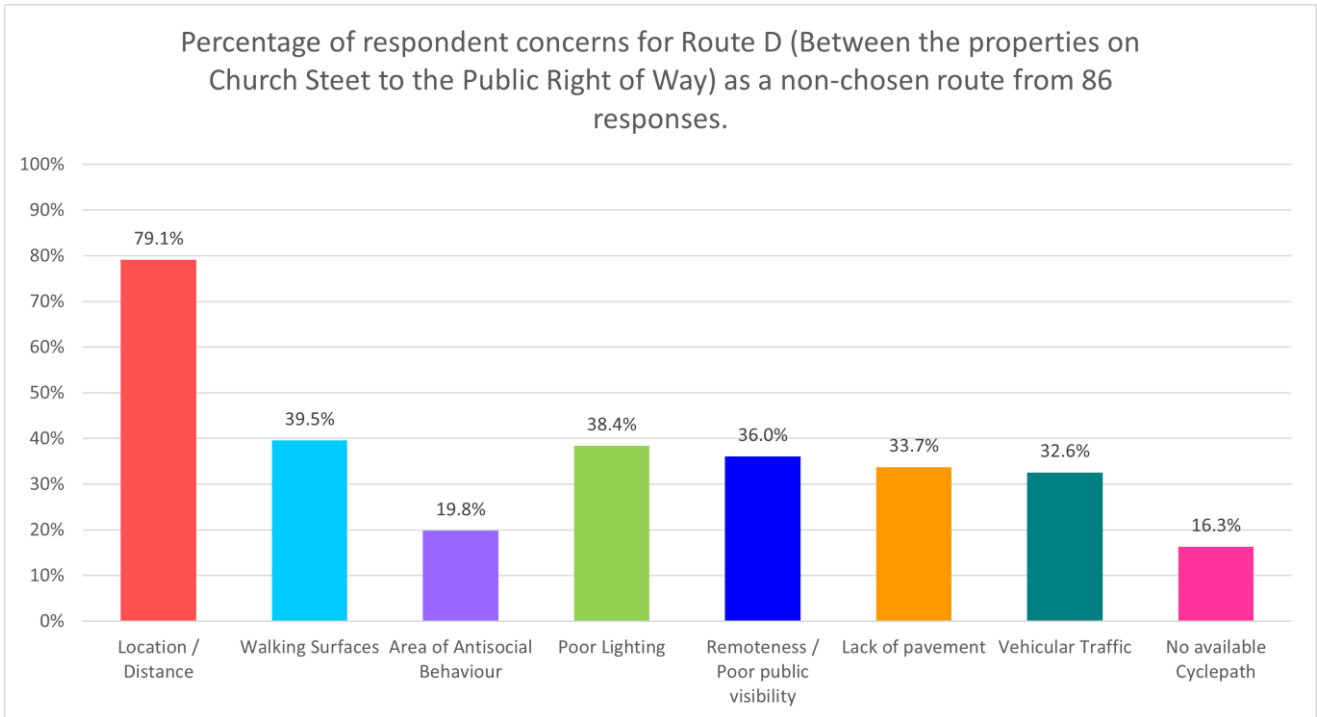
**Figure 50: For respondents that did not select route C as their chosen access, concerns selected as a percentage of respondents**





## Cliffe and Cliffe Woods Residents Development Group

6.17.4 For route D the major concerns were Location/Distance (79.1%), Walking surface (39.5%), Poor lighting (38.4%) & Remoteness/poor public visibility (36%).



**Figure 51: For respondents that did not select route D as their chosen access, concerns selected as a percentage of respondents**

6.18 It should be noted that this survey was about residents hypothetically visiting the relocated sports facilities and their preferred route to do so. It does not aim to assess whether residents would actually make use of the relocated facilities.

6.19 It should also be noted that several respondents were eliminated earlier in the survey at 5.13. These respondents were removed before the route choice sections of the survey, as they positively identified as not being able to access the relocated sports facilities without the use of a motor vehicle. A total of 279 respondents answered question 5.13.

6.20 Following on from 5.13, eliminated respondents were asked if they could access the current APCM sports facilities without the use of a motor vehicle (5.14). A total of 28% of all 279 respondents selected yes. This means that an estimated 28% of current APCM users are likely to be unable to access sports facilities without the use of a motor vehicle.



# **Cliffe and Cliffe Woods Residents Development Group**

## **7. Appendices**

Appendix 1 – Paper version of survey

Appendix 2 – Facebook Group posts

Appendix 3 – Info sheet in survey

Appendix 4 – Word cloud of comment responses, whole & per route choice.

Appendix 5 – Maps of per route choices

Appendix 6 – CCWRDG Mailing List survey email click report.

Appendix 7 – QuestionPro Dashboard Report for Access survey.



# **Cliffe and Cliffe Woods Residents Development Group**

Appendix 1 – Paper version of survey



## Cliffe and Cliffe Woods Residents Development Group

### Trenport Relocated Sports Grounds - Access Options

**Cliffe & Cliffe Woods Residents Development Group** invite you to participate in our survey of potential access routes to the proposed relocated sports facilities as part of Trenport's Development for 250 houses in Cliffe. The aim of the survey is to assess how residents will access the relocated sports facilities & their reasons for choosing one particular route over others.

Cliffe & Cliffe Woods Residents Development Group are against the proposed development, but all responses are welcomed & will be treated equally. Your survey responses will be anonymous & confidential.

*This survey takes only a couple of minutes to complete.  
Please answers all questions honestly.*

*If you wish to change your answers at any point throughout the survey, please use the back button in the bottom left hand corner.*

If you want to know more about who we are and what we stand for, please visit:

**Facebook page:** <https://tinyurl.com/CCWRDG>

**Website & mailing list:** [www.mycliffevillage.co.uk](http://www.mycliffevillage.co.uk)

If you have questions at any time about the survey or the procedures, you may contact us at [mycliffevillage@gmail.com](mailto:mycliffevillage@gmail.com)

#### About You

Do you live in Cliffe?



## Cliffe and Cliffe Woods Residents Development Group

- Cooling Street
- Elford Road
- Green Lane
- Higham Road
- Marsh Lane
- Millcroft Road
- New Road
- North Road
- Norwood Close
- Perry Hill
- Pond Hill
- Quickrells Avenue
- Rectory Road
- Reed Street
- Restmore Close
- Rookery Crescent
- Rye Street
- Salt Lane
- St Helen's Road
- Station Road
- Swingate Avenue
- Symonds Road
- Thatchers Lane



## Cliffe and Cliffe Woods Residents Development Group

Yes

No

---

What is your age?

17 years or younger

18 - 24 years

25 - 34 years

35 - 44 years

45 - 54 years

55 - 64 years

65 - 74 years

75 years or older

---

\* Which street do you live on?

Buckland Road

Buttway Lane

Chancery Road

Chesterton Road

Church Close

Church Street (North of Primary School)

Church Street (South of Primary School)

Cliffe Court

Cooling Road

---



## Cliffe and Cliffe Woods Residents Development Group

- Town Road
- Turner Street
- Wadlands Road
- Well Penn Road
- West Street / Manor Farm Close
- Wharf Lane / Henry Pye Place
- Other

---

Please review the access information to Trenport's relocated sports facilities below

---

Pedestrian & Cycleway access to the relocated sports facilities. This information can also be viewed [here](#)

*Note: Trenport have proposed to create a new pedestrian/cycleway along the western edge of the development, from Buttway Lane to Higham Road. They have not indicated any improvements to the Public Right of Way from Church Street to West Street. There will also likely be pavements through the western development (route C) although this has not been detailed at this stage of*



# Cliffe and Cliffe Woods Residents Development Group

## planning.

**A** - Along Buttway Lane & then south on the new pedestrian/cycleway

Buttway Lane view towards West Street, sports ground access on the LHS

Access towards Sports Ground here.

Buttway Lane, view towards Stelf's Pub. No continuous pavement or accessible walkway

Buttway Lane view towards West Street, sports ground access on the LHS

Vehicular, pedestrian & cycle access to Sports Ground here.

Vehicular access for a number of properties here as well as pedestrian access to Public Right of Way (PROW)

Church Street PROW access. No pavement on western side of street by access to PROW. Continuous pavement on Eastern side of street.

Current state of the PROW from eastern corner of the relocated sports ground (grey circle) in a westerly direction towards the shared pedestrian and cycle way.

No photographs are available for route C as there are no detailed plans for the development at this stage.

Higham Road, by the proposed pedestrian/cycleway access, looking East towards the roundabout.

Route for new pedestrian & cycleway from Higham road, North towards the replacement sports facilities

Please answer the following questions, factoring in the improvements Trenport have proposed as part of their development plans (as shown above):

\* If you had to go to the Trenport replacement sports ground, would you be able to do this without the use of a motor vehicle?

Please answer this question honestly

- Yes
- No

Can you access the current APCM sports ground without use of a motor vehicle?

The current APCM sports ground is to the east of Church Street & includes the bowls club & tennis courts.





## Cliffe and Cliffe Woods Residents Development Group

Yes

No

---

\* Which access route would you be most likely to take to the relocated sports ground?

*The route map and photos can be viewed [again here](#)*

(A) Along Buttway Lane

(B) From higham road, up the proposed new pedestrian/cycleway

(C) Through the Western Church Street Development to the new pedestrian/cycleway

(D) Between the properties on Church Steet to the Public Right of Way.

---

\* You have chosen route A (Along Buttway Lane), do you have any concerns about this access route?

*Please select as many options as apply*

Location / Distance

Walking Surfaces

Area of Antisocial Behaviour

Poor Lighting

Remoteness / Poor public visibility

Lack of pavement

Vehicular Traffic

No available Cyclepath

\* What are the reasons for you **not** choosing route B (From higham road, up the proposed new pedestrian/cycleway)?

*Please select as many options as apply*

Location / Distance



## Cliffe and Cliffe Woods Residents Development Group

- Walking Surfaces
  - Area of Antisocial Behaviour
  - Poor Lighting
  - Remoteness / Poor public visibility
  - Lack of pavement
  - Vehicular Traffic
  - No available Cyclepath
- 

\*What are the reasons for you **not** choosing route C (Through the new, western Church Street development to the new pedestrian/cycleway)?

*Please select as many options as apply*

- Location / Distance
- Walking Surfaces
- Area of Antisocial Behaviour
- Poor Lighting
- Remoteness / Poor public visibility
- Lack of pavement
- Vehicular Traffic
- No available Cyclepath

\*What are the reasons for you **not** choosing route D (Between the properties on Church Steet to the Public Right of Way)?

*Please select as many options as apply*

- Location / Distance



## Cliffe and Cliffe Woods Residents Development Group

- Walking Surfaces
- Area of Antisocial Behaviour
- Poor Lighting
- Remoteness / Poor public visibility
- Lack of pavement
- Vehicular Traffic
- No available Cyclepath

\* You have chosen route B (From higham road, up the proposed new pedestrian/cycleway), do you have any concerns about this access route?

*Please select as many options as apply*

- Location / Distance
- Walking Surfaces
- Area of Antisocial Behaviour
- Poor Lighting
- Remoteness / Poor public visibility
- Lack of pavement
- Vehicular Traffic
- No available Cyclepath

\* What are the reasons for you **not** choosing route A (Along Buttway Lane)?

*Please select as many options as apply*

- Location / Distance
- Walking Surfaces



## Cliffe and Cliffe Woods Residents Development Group

- Area of Antisocial Behaviour
- Poor Lighting
- Remoteness / Poor public visibility
- Lack of pavement
- Vehicular Traffic
- No available Cyclepath

\* What are the reasons for you **not** choosing route C (Through the new, western Church Street development to the new pedestrian/cycleway)?

*Please select as many options as apply*

- Location / Distance
- Walking Surfaces
- Area of Antisocial Behaviour
- Poor Lighting
- Remoteness / Poor public visibility
- Lack of pavement
- Vehicular Traffic
- No available Cyclepath

\* What are the reasons for you **not** choosing route D (Between the properties on Church Steet to the Public Right of Way)?

*Please select as many options as apply*

- Location / Distance
- Walking Surfaces



## Cliffe and Cliffe Woods Residents Development Group

- Area of Antisocial Behaviour
- Poor Lighting
- Remoteness / Poor public visibility
- Lack of pavement
- Vehicular Traffic
- No available Cyclepath

\* You have chosen route C (Through the new, western Church Street development to the new pedestrian/cycleway), do you have any concerns about this access route?

*Please select as many options as apply*

- Location / Distance
- Walking Surfaces
- Area of Antisocial Behaviour
- Poor Lighting
- Remoteness / Poor public visibility
- Lack of pavement
- Vehicular Traffic
- No available Cyclepath

\* What are the reasons for you **not** choosing route A (Along Buttway Lane)?

*Please select as many options as apply*

- Location / Distance
- Walking Surfaces
- Area of Antisocial Behaviour



## Cliffe and Cliffe Woods Residents Development Group

- Poor Lighting
- Remoteness / Poor public visibility
- Lack of pavement
- Vehicular Traffic
- No available Cyclepath

\* What are the reasons for you **not** choosing route B (From higham road, up the proposed new pedestrian/cycleway)?

*Please select as many options as apply*

- Location / Distance
- Walking Surfaces
- Area of Antisocial Behaviour
- Poor Lighting
- Remoteness / Poor public visibility
- Lack of pavement
- Vehicular Traffic
- No available Cyclepath

\* What are the reasons for you **not** choosing route D (Between the properties on Church Steet to the Public Right of Way)?

*Please select as many options as apply*

- Location / Distance
- Walking Surfaces
- Area of Antisocial Behaviour



## Cliffe and Cliffe Woods Residents Development Group

- Poor Lighting
- Remoteness / Poor public visibility
- Lack of pavement
- Vehicular Traffic
- No available Cyclepath

\* You have chosen route D (Between the properties on Church Steet to the Public Right of Way), do you have any concerns about this access route?

*Please select as many options as apply*

- Location / Distance
- Walking Surfaces
- Area of Antisocial Behaviour
- Poor Lighting
- Remoteness / Poor public visibility
- Lack of pavement
- Vehicular Traffic
- No available Cyclepath

\* What are the reasons for you **not** choosing route A (Along Buttway Lane)?

*Please select as many options as apply*

- Location / Distance
- Walking Surfaces
- Area of Antisocial Behaviour
- Poor Lighting



## Cliffe and Cliffe Woods Residents Development Group

- Remoteness / Poor public visibility
- Lack of pavement
- Vehicular Traffic
- No available Cyclepath

\* What are the reasons for you **not** choosing route B (From higham road, up the proposed new pedestrian/cycleway)?

*Please select as many options as apply*

- Location / Distance
- Walking Surfaces
- Area of Antisocial Behaviour
- Poor Lighting
- Remoteness / Poor public visibility
- Lack of pavement
- Vehicular Traffic
- No available Cyclepath

\* What are the reasons for you **not** choosing route C (Through the new, western Church Street development to the new pedestrian/cycleway)?

*Please select as many options as apply*

- Location / Distance
- Walking Surfaces
- Area of Antisocial Behaviour
- Poor Lighting





## Cliffe and Cliffe Woods Residents Development Group

- Remoteness / Poor public visibility
- Lack of pavement
- Vehicular Traffic
- No available Cyclepath

Is there anything else you'd like to tell us about the access to the relocated sports ground?



# **Cliffe and Cliffe Woods Residents Development Group**

Appendix 2 – Facebook Group posts



# Cliffe and Cliffe Woods Residents Development Group





# Cliffe and Cliffe Woods Residents Development Group

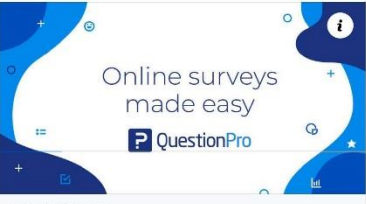
3:44 📶 🔋

< **Cliffe, Rochester, Kent** 8 Apr · 🌐 ⋮

People of Cliffe and surrounding areas - New survey regarding use of then APCM, please complete if you haven't already, thank you.

**Cliffe and Cliffe Woods Residents Development Group**  
Posted by **Cliffe & Cliffe Woods Residents Development Group** · 6 Apr · 🌐

**NEW SURVEY!!**  
Please click on the link below to complete our very quick survey on access proposals to the Trenport relocated sports facilities (APCM replacement).  
The survey only takes a couple of minutes to do and will allow us to assess if the access routes to the replacement facilities are suitable for Cliffe residents.  
Please answer all questions honestly, we would like to gather accurate views of residents on the routes proposed and whether they are suitable. If you know someone who is not great with technology, please remember to help them complete the survey too.  
Thank you 😊  
C&CW RDG



questionpro.com  
**Trenport Relocated Sports Grounds - Access Options | Access choice to new Sports Faciliti...**

👍 Like    ➦ Share

👤 2

1 share

**Top comments** ▾

**Cliffe & Cliffe Woods Residents Development Group**  
The questions they are asking sounds as though we would be ok with the APCM being elsewhere in the village which leads to the fact that planning permission will then be approved. It's central to all villagers where it is now. It doesn't need to be moved.  
1 w Like

**Cliffe & Cliffe Woods Residents Development Group**  
the questions asked are to determine the access needs of villagers. The thoughts and feeling of current APCM users were covered in another survey completed recently. This survey is to assess which parameters are important to residents with regards to access & concerns they have with each access option. The survey has been designed to be unbiased so the results are a reliable reflection of residents views. If a biased survey were to be created it would be dismissed at the inquiry as forcing/leading particular responses.  
1 w Like

🏠 Home    📄 Ads    +    🔔 Notifications    🌐 Menu



# Cliffe and Cliffe Woods Residents Development Group

5:51



< [Redacted] Cliffe, Rochester, Kent  
[Redacted] 6 Apr · 🌐



## Cliffe and Cliffe Woods Residents Development Group

Posted by [Redacted]  
Cliffe & Cliffe Woods Residents Development Group · 6 Apr · 🌐

### NEW SURVEY!!

Please click on the link below to complete our very quick survey on access proposals to the Trenport relocated sports facilities (APCM replacement).

The survey only takes a couple of minutes to do and will allow us to assess if the access routes to the replacement facilities are suitable for Cliffe residents.

Please answer all questions honestly, we would like to gather accurate views of residents on the routes proposed and whether they are suitable. If you know someone who is not great with technology, please remember to help them complete the survey too.

Thank you 😊  
C&CW RDG



questionpro.com  
**Trenport Relocated Sports Grounds - Access Options | Access choice to new Sports Faciliti...**

👍 Like

➦ Share

👍 You and 2 others



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# Cliffe and Cliffe Woods Residents Development Group

3:47




< [Redacted] Cliffe, Rochester, Kent 7 Apr · 🌐

Please complete this survey, thank you in advance.



**Cliffe and Cliffe Woods Residents Development Group**  
Posted by [Redacted]  
Cliffe & Cliffe Woods Residents Development Group · 6 Apr · 🌐

**NEW SURVEY!!**  
Please click on the link below to complete our very quick survey on access proposals to the Trenport relocated sports facilities (APCM replacement).  
The survey only takes a couple of minutes to do and will allow us to assess if the access routes to the replacement facilities are suitable for Cliffe residents.  
Please answer all questions honestly, we would like to gather accurate views of residents on the routes proposed and whether they are suitable  
If you know someone who is not great with technology, please remember to help them complete the survey too.  
Thank you 😊  
C&CW RDG



👍 Like

➦ Share

👍 1





# Cliffe and Cliffe Woods Residents Development Group

5:56



< Cliffe & Cliffe Woods Residents Developm... ⋮



Cliffe, Kent

Posted by [Redacted]

Cliffe & Cliffe Woods Residents Development Group · 6 Apr · 🌐



Cliffe and Cliffe Woods Residents Development Group

Posted by [Redacted]

Cliffe & Cliffe Woods Residents Development Group · 6 Apr · 🌐

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Thank you 😊  
C&CW RDG



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👍 Like    💬 Comment    ➦ Share

📷 Write a comment... 🗨️ GIF 😊

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# Cliffe and Cliffe Woods Residents Development Group

5:55



< Cliffe, Kent 7 Apr · 🌐

Please complete this survey, thank you in advance.



### Cliffe and Cliffe Woods Residents Development Group

Posted by [Redacted]  
Cliffe & Cliffe Woods Residents Development Group · 6 Apr · 🌐

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 Thank you 😊  
 C&CW RDG



questionpro.com  
**Trenport Relocated Sports Grounds - Access Options | Access choice to new Sports Faciliti...**

Like Comment Share

4

2 shares

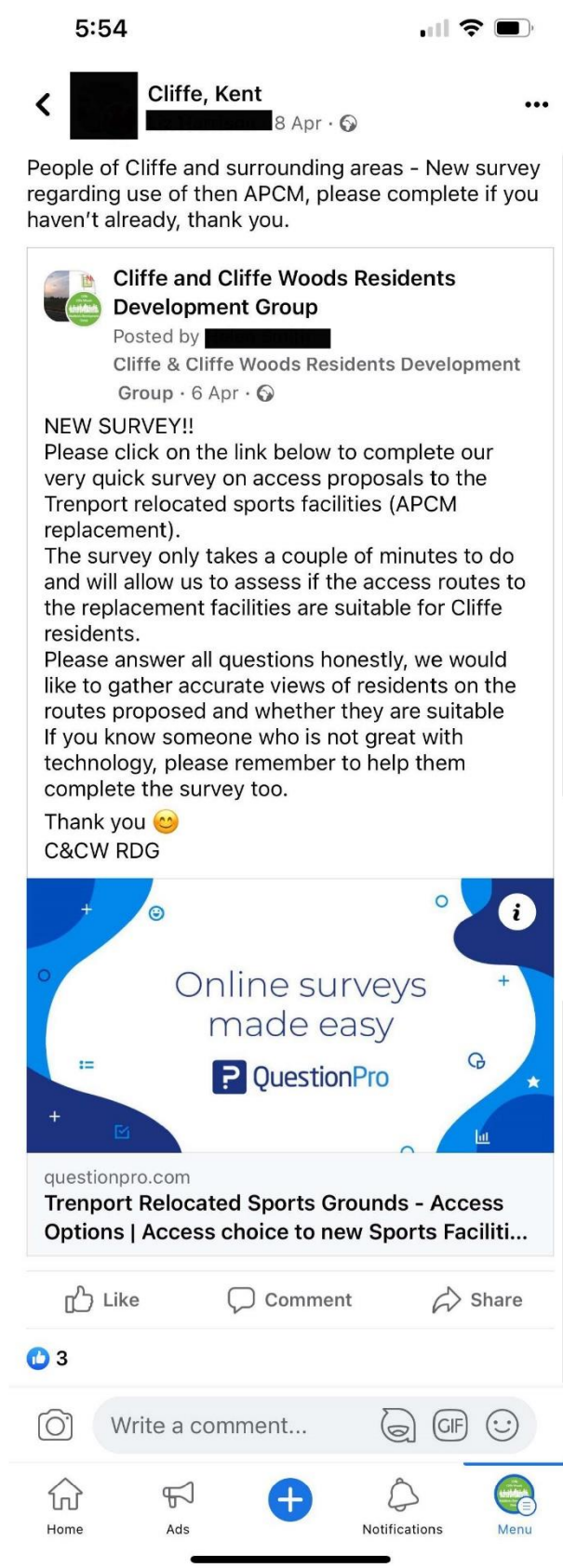
Write a comment... GIF







# Cliffe and Cliffe Woods Residents Development Group



5:54



< Cliffe, Kent 8 Apr · 🌐

People of Cliffe and surrounding areas - New survey regarding use of then APCM, please complete if you haven't already, thank you.



**Cliffe and Cliffe Woods Residents Development Group**

Posted by [Redacted]  
Cliffe & Cliffe Woods Residents Development Group · 6 Apr · 🌐

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Thank you 😊  
C&CW RDG



questionpro.com  
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3

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# Cliffe and Cliffe Woods Residents Development Group

6:23



< [Redacted] Cliffe Kent UNCENSORED [Redacted] 7 Apr · 🌐

Please complete this survey, thank you in advance.



### Cliffe and Cliffe Woods Residents Development Group

Posted by [Redacted]  
Cliffe & Cliffe Woods Residents Development Group · 6 Apr · 🌐

#### NEW SURVEY!!

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Thank you 😊  
C&CW RDG



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👤 You





# Cliffe and Cliffe Woods Residents Development Group

6:24



< [Redacted] Cliffe Kent UNCENSORED [Redacted] 6 Apr · 🌐

 **Cliffe and Cliffe Woods Residents Development Group**  
Posted by [Redacted]  
Cliffe & Cliffe Woods Residents Development Group · 6 Apr · 🌐

**NEW SURVEY!!**  
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C&CW RDG



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👍 Like      ➦ Share

👍 You and 1 other

Top comments ▾

[Redacted] [Redacted]  
Done

1 w Like

1 👍






# Cliffe and Cliffe Woods Residents Development Group

6:22




< **Cliffe Kent UNCENSORED** 8 Apr · 🌐

People of Cliffe and surrounding areas - New survey regarding use of then APCM, please complete if you haven't already, thank you.

 **Cliffe and Cliffe Woods Residents Development Group**  
Posted by [redacted]  
Cliffe & Cliffe Woods Residents Development Group · 6 Apr · 🌐

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Thank you 😊  
C&CW RDG

 QuestionPro

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👍 Like      ➦ Share

👍 You





# Cliffe and Cliffe Woods Residents Development Group

6:28



< Cliffe & Cliffe Woods Residents Developm... ⋮

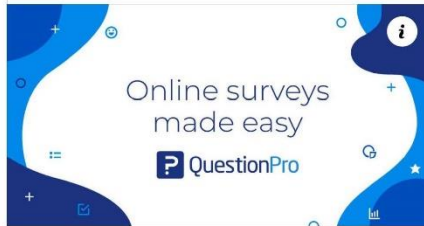
Cliffe The Nice Place To Live non moaning

Posted by [redacted]  
Cliffe & Cliffe Woods Residents Development Group · 6 Apr · 🌐

 **Cliffe and Cliffe Woods Residents Development Group**  
Posted by [redacted]  
Cliffe & Cliffe Woods Residents Development Group · 6 Apr · 🌐

**NEW SURVEY!!**  
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Thank you 😊  
C&CW RDG



questionpro.com  
**Trenport Relocated Sports Grounds - Access Options | Access choice to new Sports Faciliti...**

👍 Like    💬 Comment    ➦ Share

👤 You and 1 other

Top comments ▾

[redacted] [redacted]  
As I said can't pass vehicle the Buttway is too narrow and hedge is subject to protection by law as over 40 years old. A good survey to prove inaccessible.  
1 w Like Reply 1 👍

 **Cliffe & Cliffe Woods Residents Development Group**  
[redacted] Thanks for doing the survey 👍  
1 w Like Reply

Write a reply...

📷 Write a comment... 🗨️ 🧠 😊






# Cliffe and Cliffe Woods Residents Development Group

6:27




< [Redacted] Cliffe The Nice Place To Live non moaning ...  
[Redacted] 7 Apr · 🌐

Please complete this survey, thank you in advance.



**Cliffe and Cliffe Woods Residents Development Group**  
Posted by [Redacted]  
Cliffe & Cliffe Woods Residents Development Group · 6 Apr · 🌐

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Thank you 😊  
C&CW RDG



questionpro.com  
**Trenport Relocated Sports Grounds - Access Options | Access choice to new Sports Faciliti...**

👍 Like    💬 Comment    ➦ Share

👍 2

📷 Write a comment... 🗨️ 🧩 😊

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# Cliffe and Cliffe Woods Residents Development Group

6:26




< [Redacted] Cliffe The Nice Place To Live non moaning ...  
[Redacted] 8 Apr · 🌐

People of Cliffe and surrounding areas - New survey regarding use of then APCM, please complete if you haven't already, thank you.

 **Cliffe and Cliffe Woods Residents Development Group**  
Posted by [Redacted]  
Cliffe & Cliffe Woods Residents Development Group · 6 Apr · 🌐

**NEW SURVEY!!**  
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Thank you 😊  
C&CW RDG



questionpro.com  
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👍 Like    💬 Comment    ➦ Share

👤 You and 1 other

Top comments ▾

[Redacted] [Redacted]  
If you answer honestly to first question you can't get any further if you don't live in Cliffe

1 w   Like   Reply

📷 Write a comment... 🗨️ GIF 😊






# Cliffe and Cliffe Woods Residents Development Group

6:38




< [Redacted] Cliffe Woods Kent [Redacted] 7 Apr · [Redacted]

Please complete this survey, thank you in advance.



**Cliffe and Cliffe Woods Residents Development Group**  
Cliffe & Cliffe Woods Residents Development Group · 6 Apr · [Redacted]

**NEW SURVEY!!**  
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C&CW RDG



questionpro.com  
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👍 Like    💬 Comment    ➦ Send

👍 1

📷 Write a comment... 🗨️ GIF 😊








# Cliffe and Cliffe Woods Residents Development Group

6:42




< [Redacted] The Cliffe and Cliffe Woods village Appreciation Group <3 [Redacted] · 6 Apr · 🌐

 **Cliffe and Cliffe Woods Residents Development Group**  
Cliffe & Cliffe Woods Residents Development Group · 6 Apr · 🌐

**NEW SURVEY!!**  
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Thank you 😊  
C&CW RDG



questionpro.com  
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👍 Like    💬 Comment    ➦ Send

👍 You and 1 other

Rules

📷 Write a comment... 🗨️ GIF 😊






# Cliffe and Cliffe Woods Residents Development Group

6:36




< **Cliffe Woods Kent** 8 Apr · 📷

People of Cliffe and surrounding areas - New survey regarding use of then APCM, please complete if you haven't already, thank you.



**Cliffe and Cliffe Woods Residents Development Group**  
Cliffe & Cliffe Woods Residents Development Group · 6 Apr · 🌐

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Thank you 😊  
C&CW RDG



questionpro.com  
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👍 Like    💬 Comment    ➦ Send

👍 You and 1 other

📷 Write a comment... 🗨️ 🧩 😊

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# Cliffe and Cliffe Woods Residents Development Group

6:42



< [Redacted] The Cliffe and Cliffe Woods village Appreciation Group <3 ...  
[Redacted] · 7 Apr · 📅

Please complete this survey, thank you in advance.



## Cliffe and Cliffe Woods Residents Development Group

Cliffe & Cliffe Woods Residents Development Group · 6 Apr · 🌐

### NEW SURVEY!!

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Thank you 😊  
C&CW RDG



questionpro.com

**Trenport Relocated Sports Grounds - Access Options | Access choice to new Sports Faciliti...**

👍 Like    💬 Comment    ➦ Send

👍 You and 1 other

Rules

📷 Write a comment... 🗨️ 🧩 😊





# Cliffe and Cliffe Woods Residents Development Group

6:41



< [Redacted] The Cliffe and Cliffe Woods village Appreciation Group <3 ...

[Redacted] · 8 Apr · [Redacted]

People of Cliffe and surrounding areas - New survey regarding use of then APCM, please complete if you haven't already, thank you.



## Cliffe and Cliffe Woods Residents Development Group

Cliffe & Cliffe Woods Residents Development Group · 6 Apr · [Redacted]

### NEW SURVEY!!

Please click on the link below to complete our very quick survey on access proposals to the Trenport relocated sports facilities (APC [Redacted] replacement).

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Thank you 😊  
C&CW RDG



questionpro.com

**Trenport Relocated Sports Grounds - Access Options | Access choice to new Sports Faciliti...**

Like Comment Send

You

Rules

Write a comment... [GIF] [Smiley]





# **Cliffe and Cliffe Woods Residents Development Group**

Appendix 3 – Info sheet in survey



# Cliffe and Cliffe Woods Residents Development Group



Buttway Lane, view towards 6 Bell's Pub. No continuous pavement or accessible walkway



Buttway Lane view towards West Street, sports ground access on the LHS. Vehicular, pedestrian & cycle access to Sports Ground here.

Higham Road, by the proposed pedestrian/cycleway access, looking East towards the roundabout.



Route for new pedestrian & cycleway from Higham road, North towards the replacement sports facilities



Church Street PROW access. No pavement on western side of street by access to PROW. Continuous pavement on Eastern side of street.



Current state of the PROW from eastern corner of the relocated sports ground (grey circle) in a westerly direction towards the shared pedestrian and cycle way.

**C** - No photographs are available for route Cas there are no detailed plans for the development at this stage.



## **Cliffe and Cliffe Woods Residents Development Group**

Appendix 4 – Word cloud of comment responses, whole & per route choice.









# Cliffe and Cliffe Woods Residents Development Group



Route C







# **Cliffe and Cliffe Woods Residents Development Group**

Appendix 5 – Maps of per route choices



# Cliffe and Cliffe Woods Residents Development Group

## Buckland Road





# Cliffe and Cliffe Woods Residents Development Group

## Buttway Lane





# Cliffe and Cliffe Woods Residents Development Group

## Chancery Road







# Cliffe and Cliffe Woods Residents Development Group

## Chesterton Road

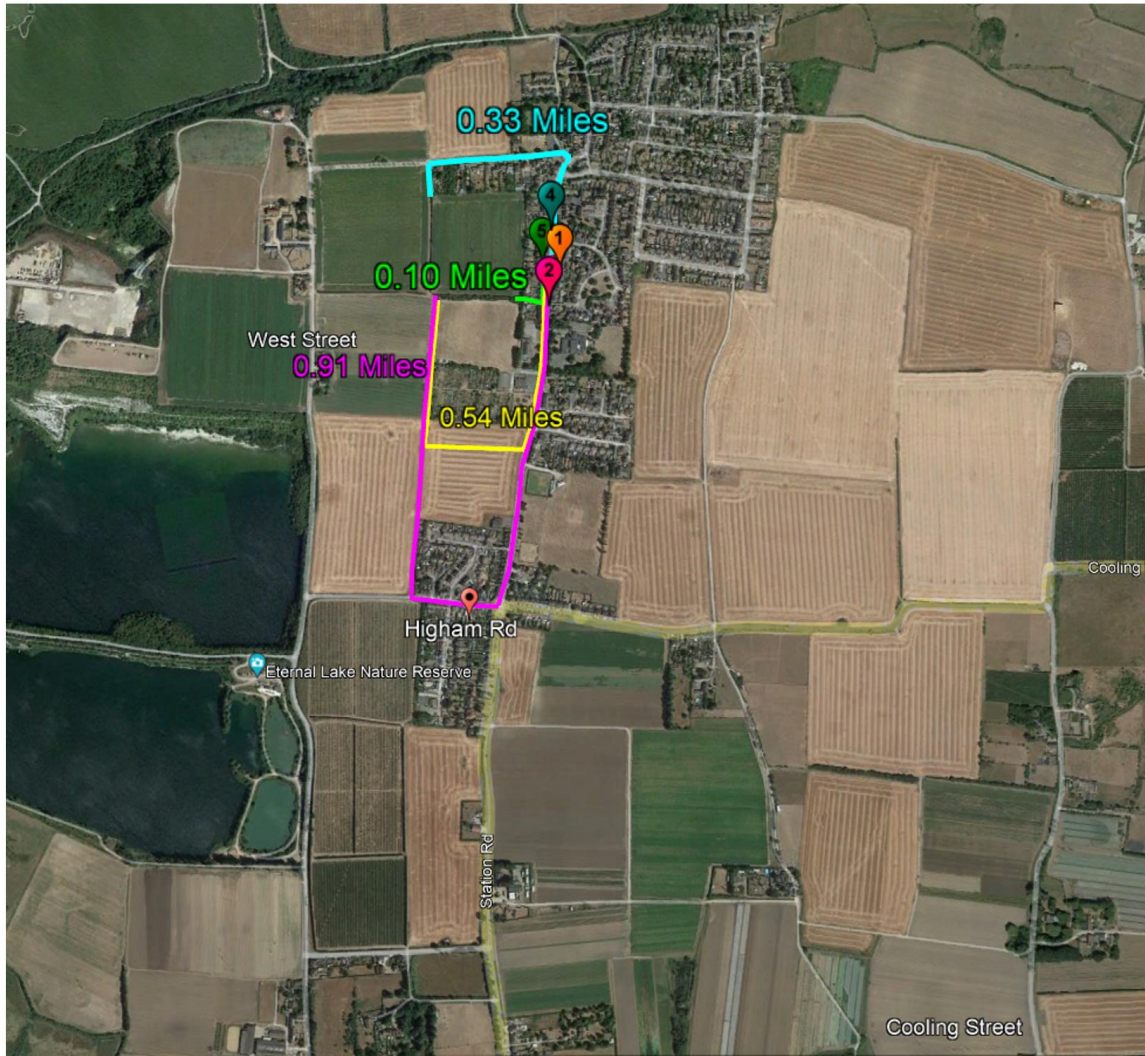






# Cliffe and Cliffe Woods Residents Development Group

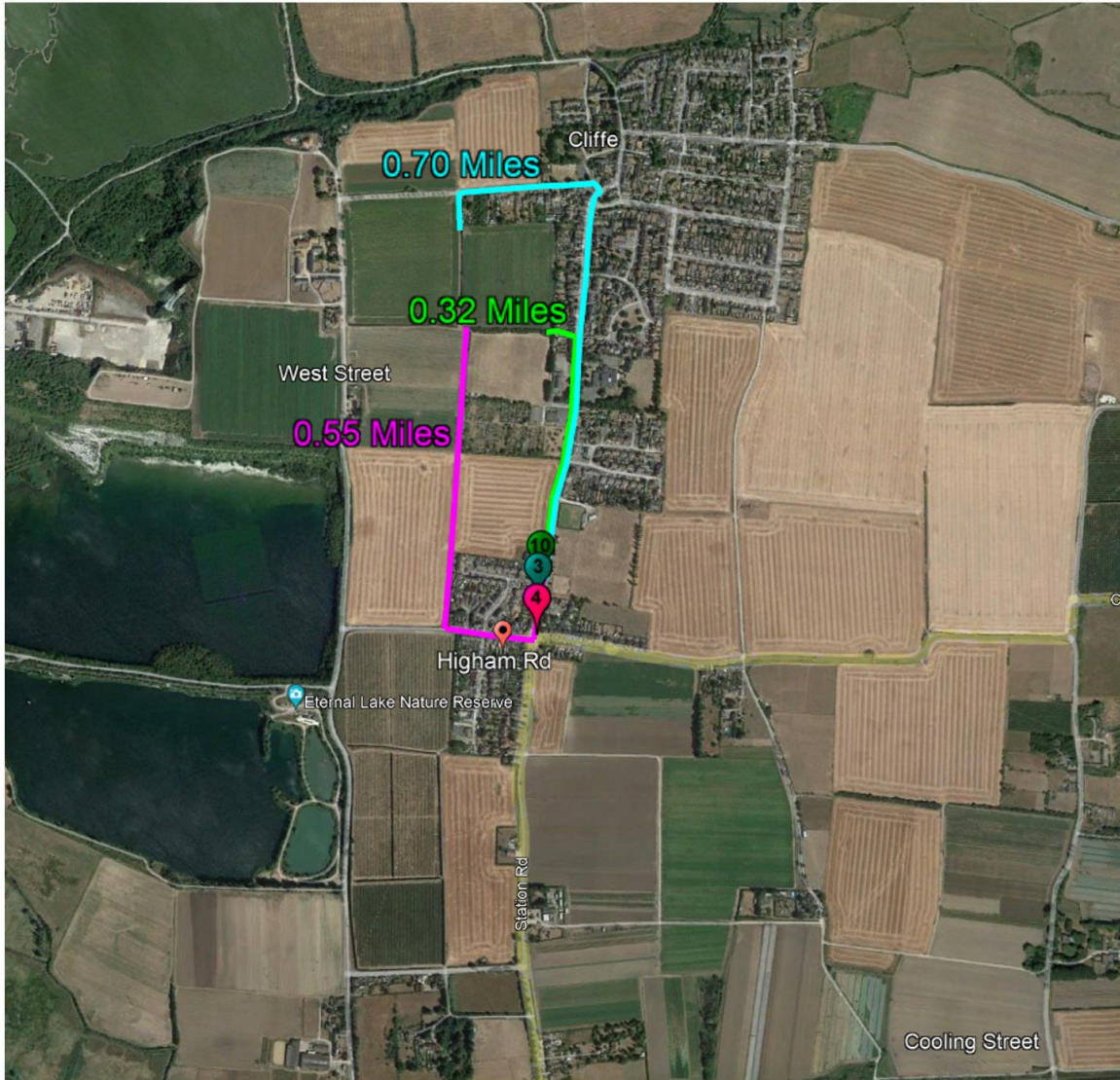
## Church Street (North of the Primary School)





# Cliffe and Cliffe Woods Residents Development Group

## Church Street South of the Primary School





# Cliffe and Cliffe Woods Residents Development Group

## Cliffe Court





# Cliffe and Cliffe Woods Residents Development Group

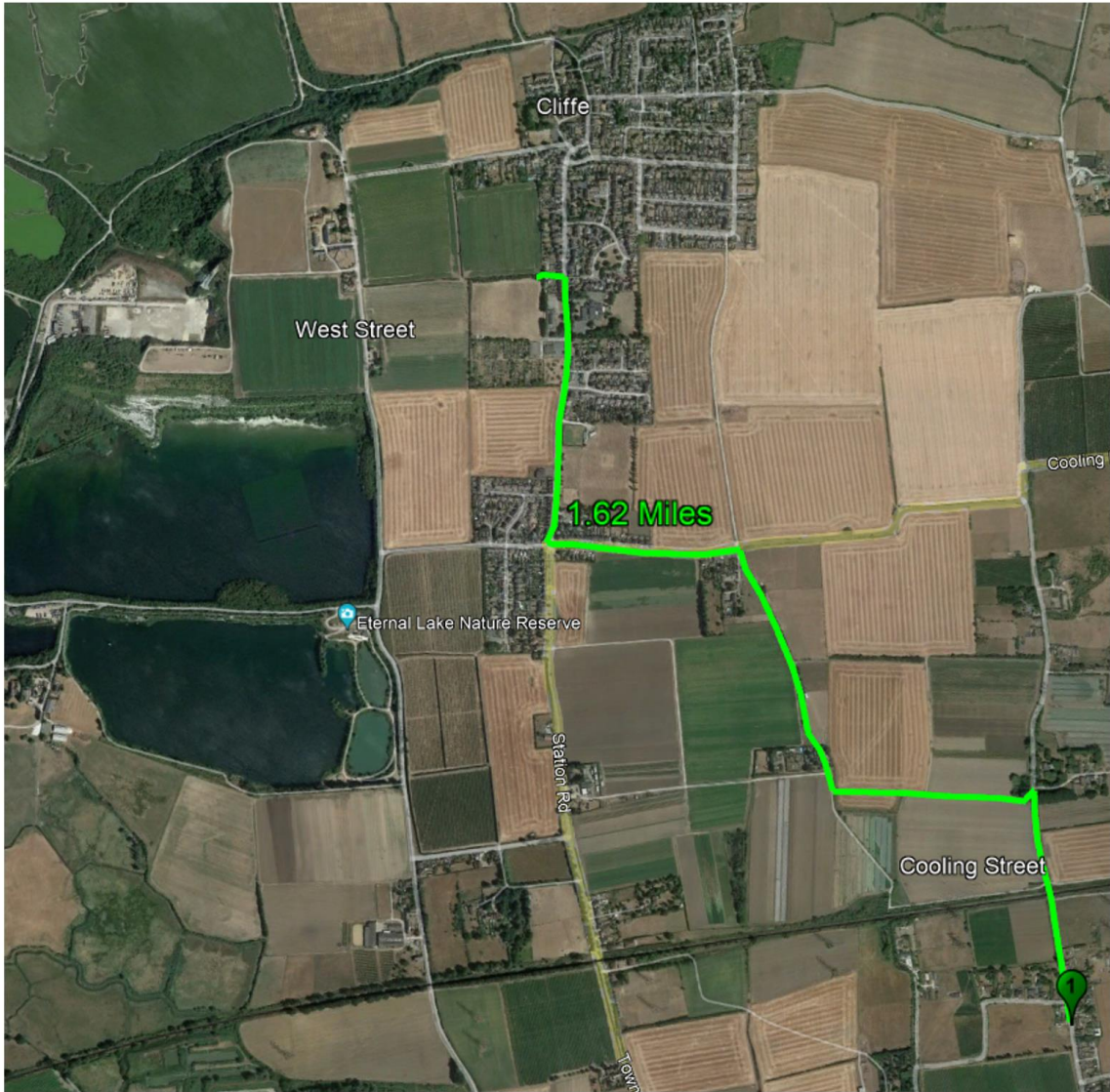
## Cooling Road





# Cliffe and Cliffe Woods Residents Development Group

## Cooling Street





# Cliffe and Cliffe Woods Residents Development Group

## Elford Road







# Cliffe and Cliffe Woods Residents Development Group

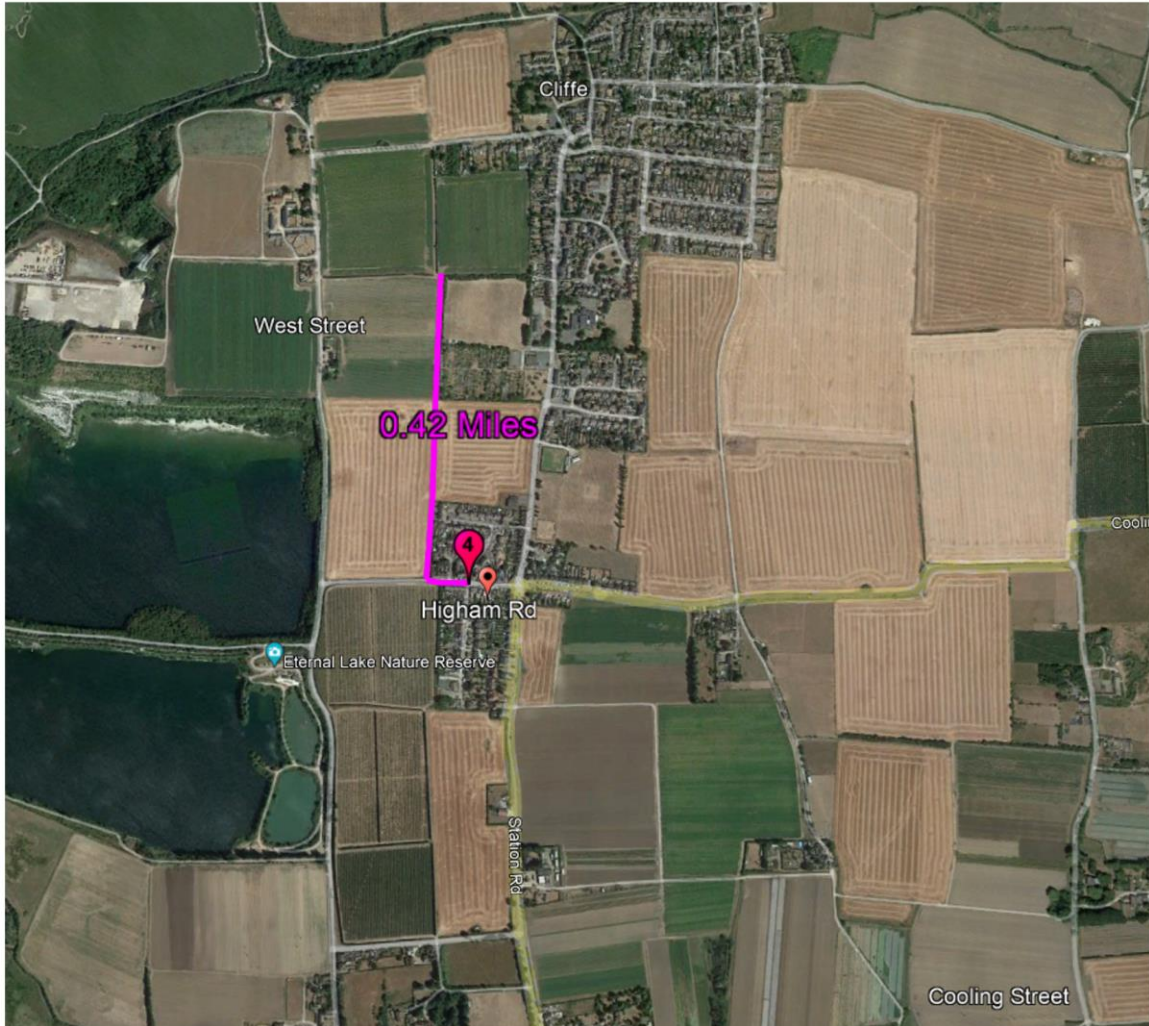
## Green Lane





# Cliffe and Cliffe Woods Residents Development Group

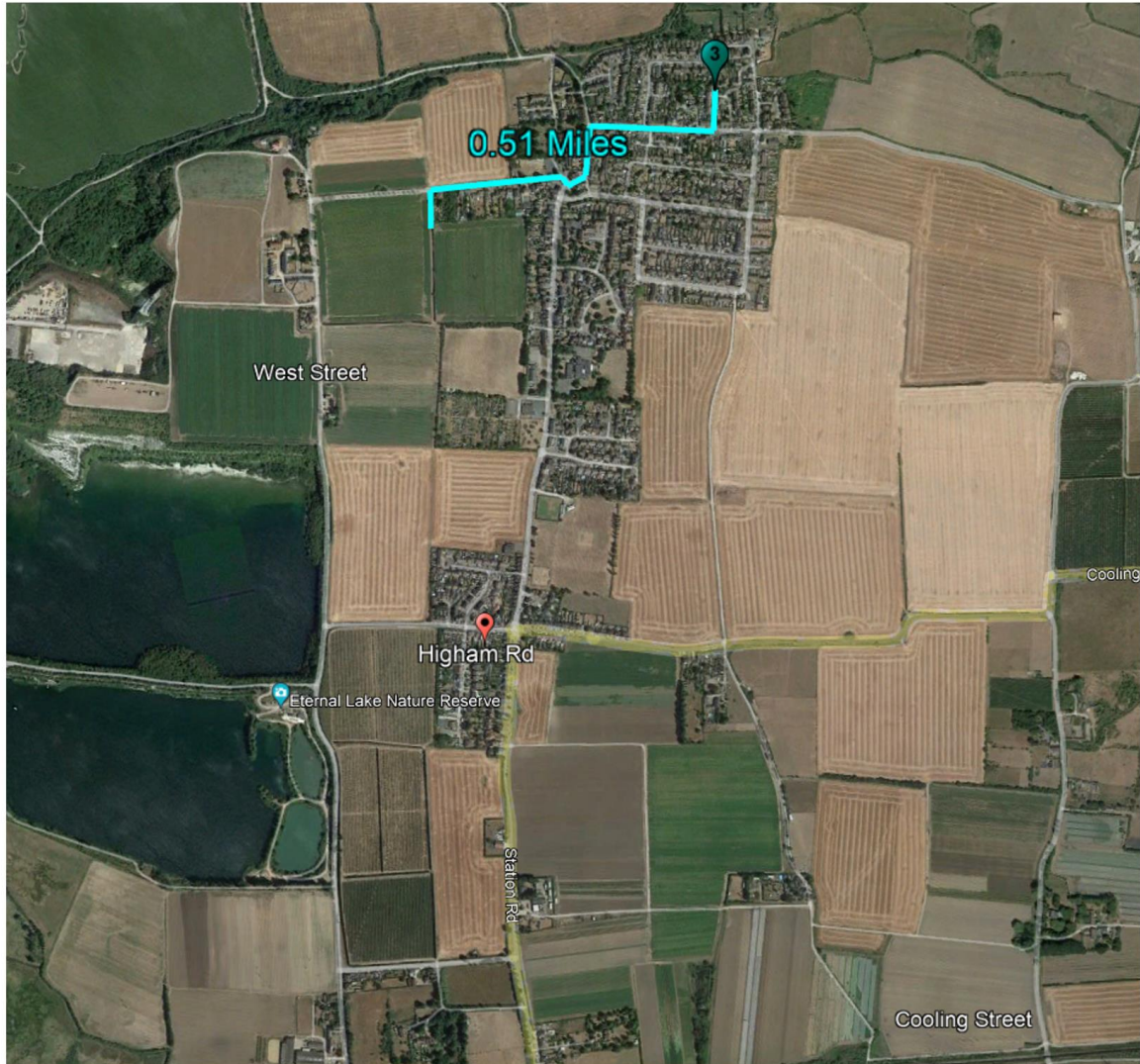
## Higham Road





# Cliffe and Cliffe Woods Residents Development Group

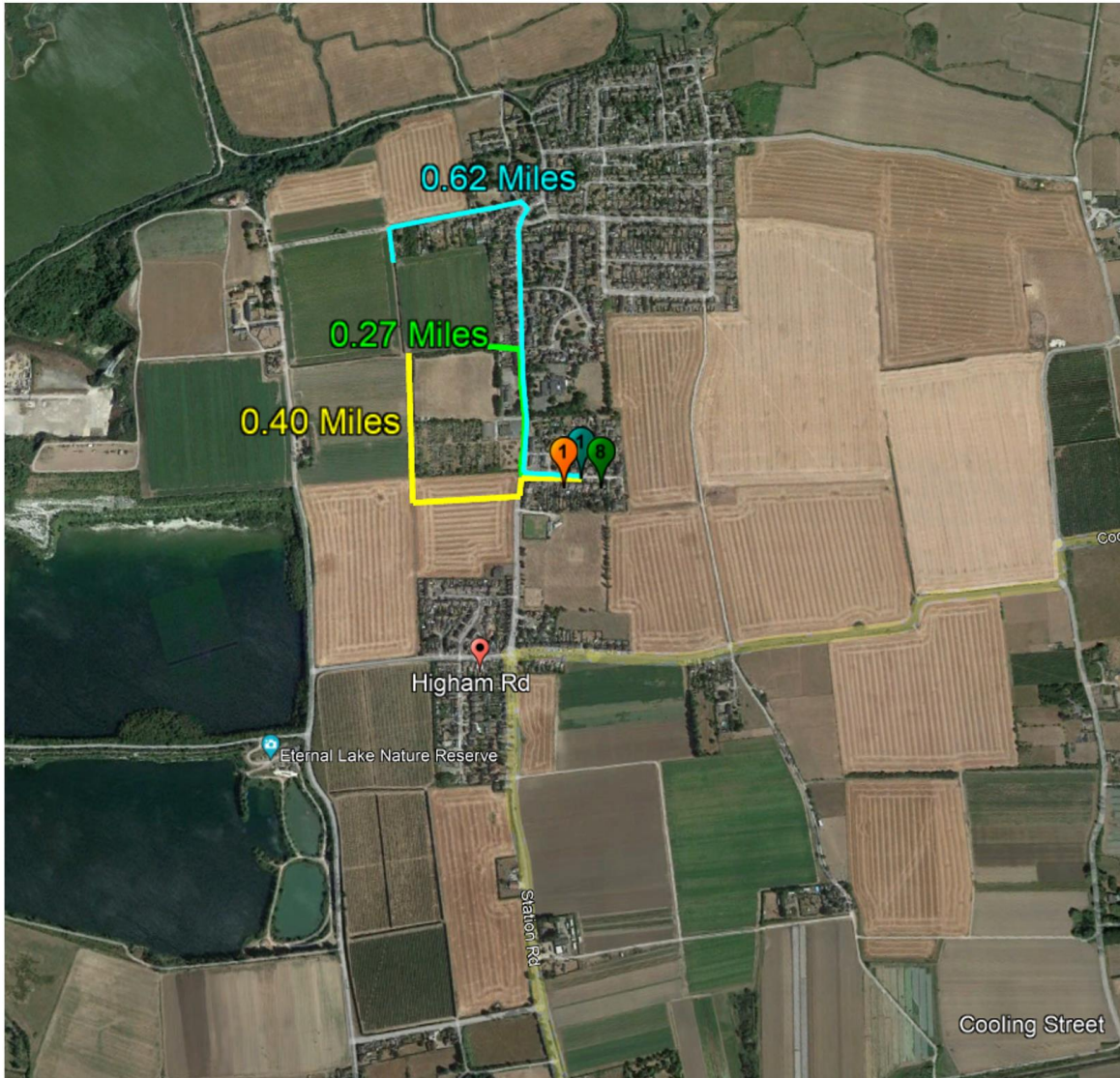
## Marsh Lane





# Cliffe and Cliffe Woods Residents Development Group

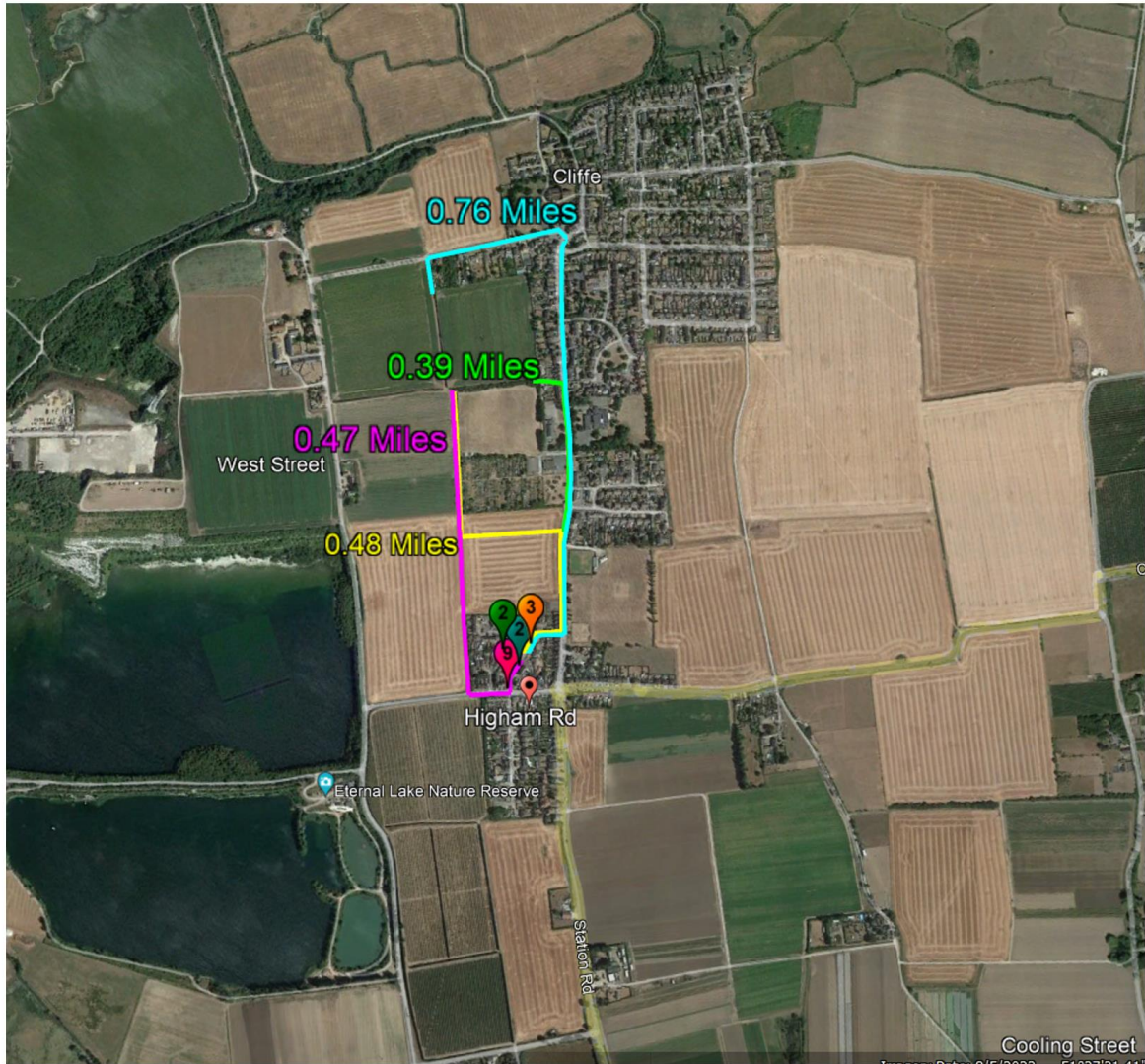
## Millcroft Road





# Cliffe and Cliffe Woods Residents Development Group

## New Road





# Cliffe and Cliffe Woods Residents Development Group

## North Road





# Cliffe and Cliffe Woods Residents Development Group

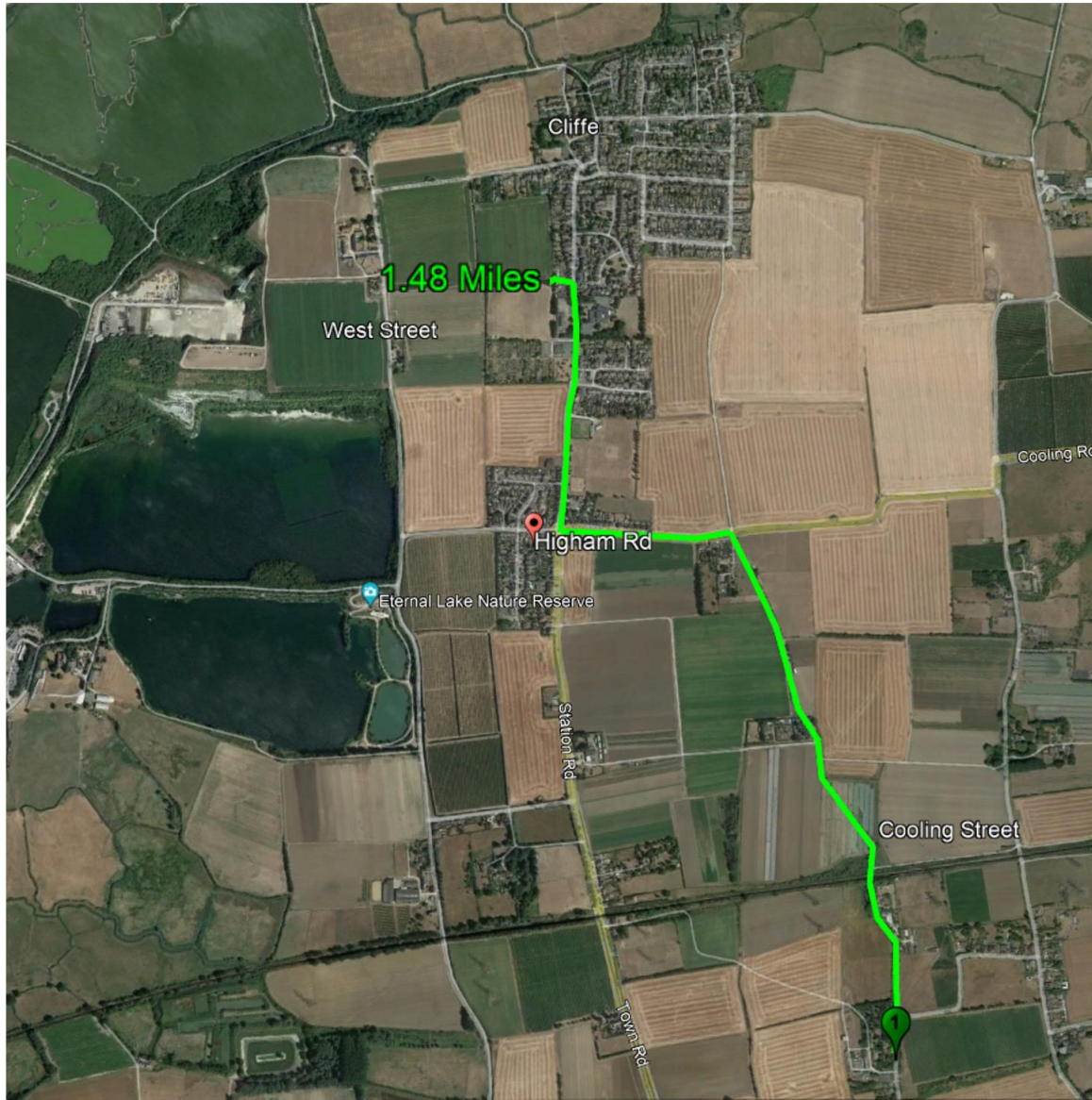
## Norwood Close





# Cliffe and Cliffe Woods Residents Development Group

## Perry Hill







# Cliffe and Cliffe Woods Residents Development Group

## Pond Hill





# Cliffe and Cliffe Woods Residents Development Group

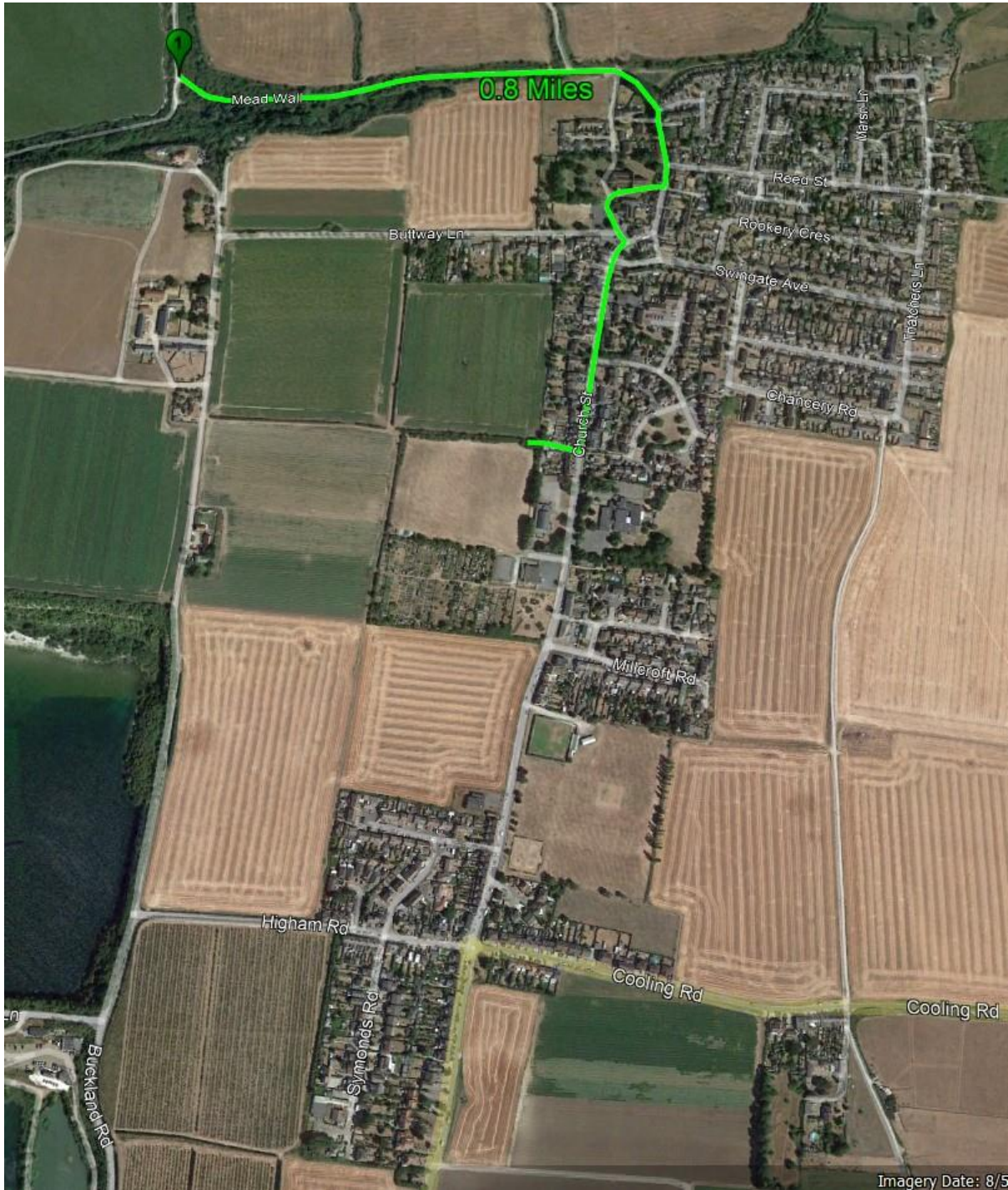
## Quickrells Avenue





# Cliffe and Cliffe Woods Residents Development Group

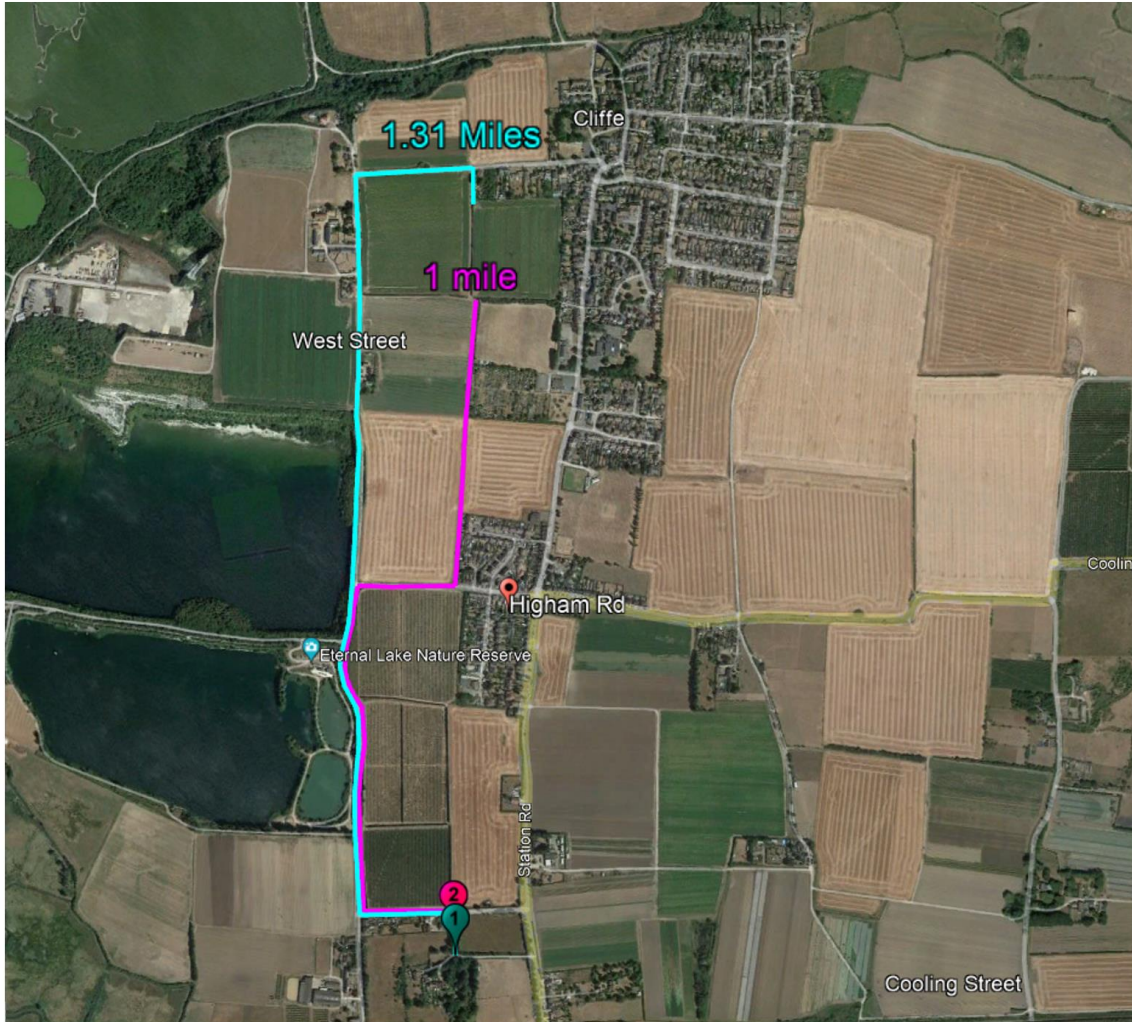
## Mead Wall





# Cliffe and Cliffe Woods Residents Development Group

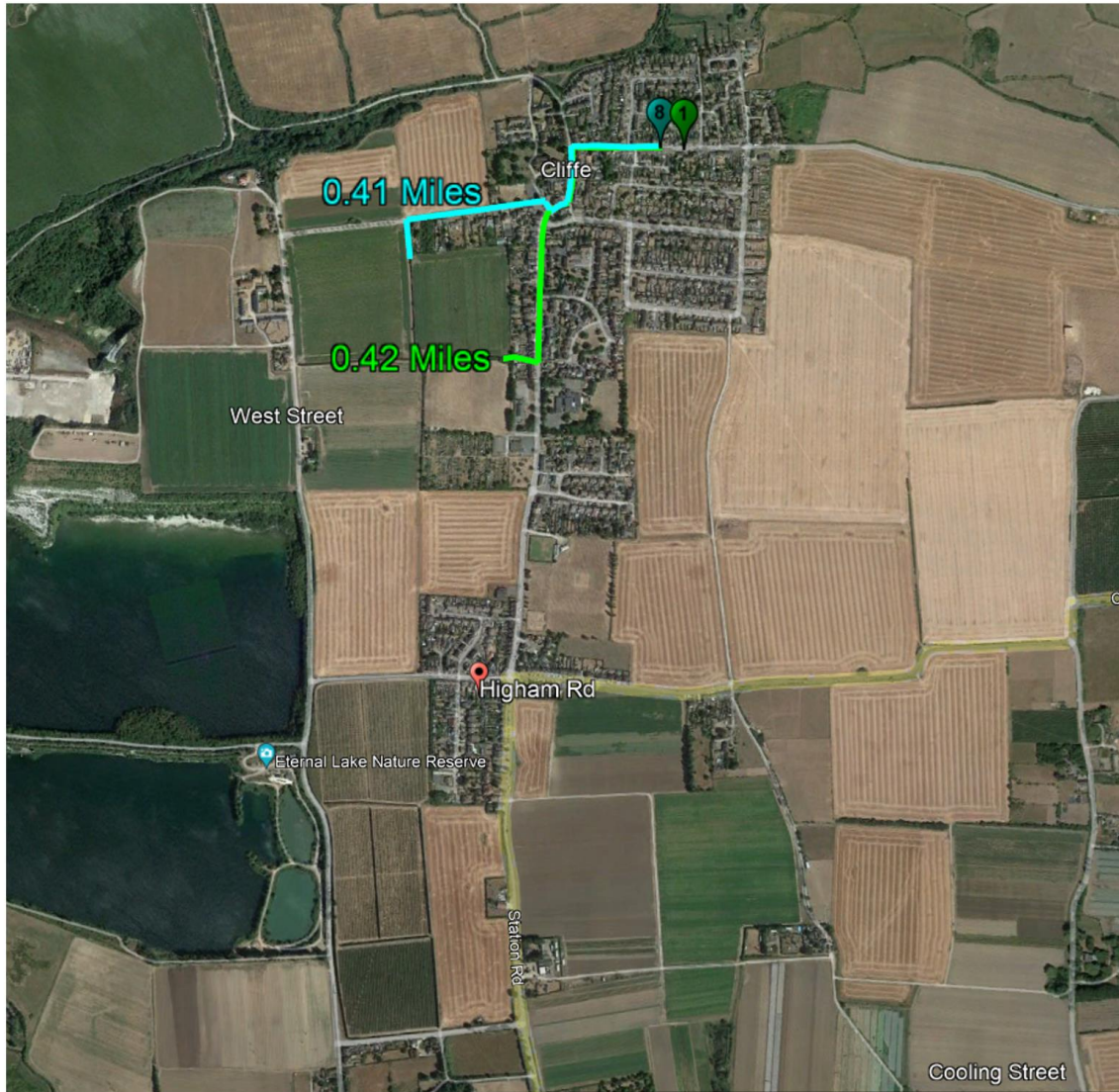
## Rectory Road





# Cliffe and Cliffe Woods Residents Development Group

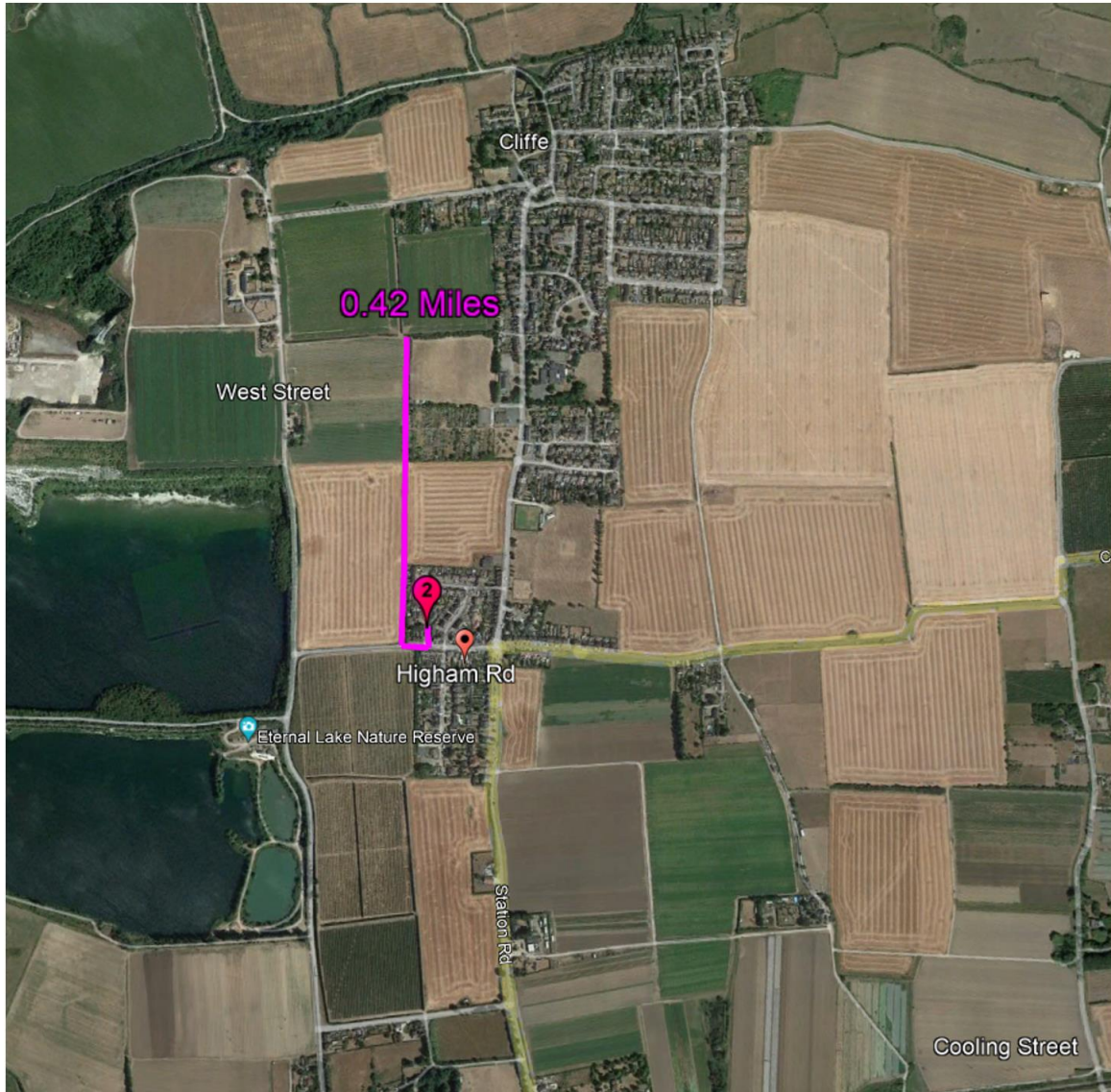
## Reed Street





# Cliffe and Cliffe Woods Residents Development Group

## Restmore Close





# Cliffe and Cliffe Woods Residents Development Group

## Rookery Crescent





# Cliffe and Cliffe Woods Residents Development Group

## St Helen's Road

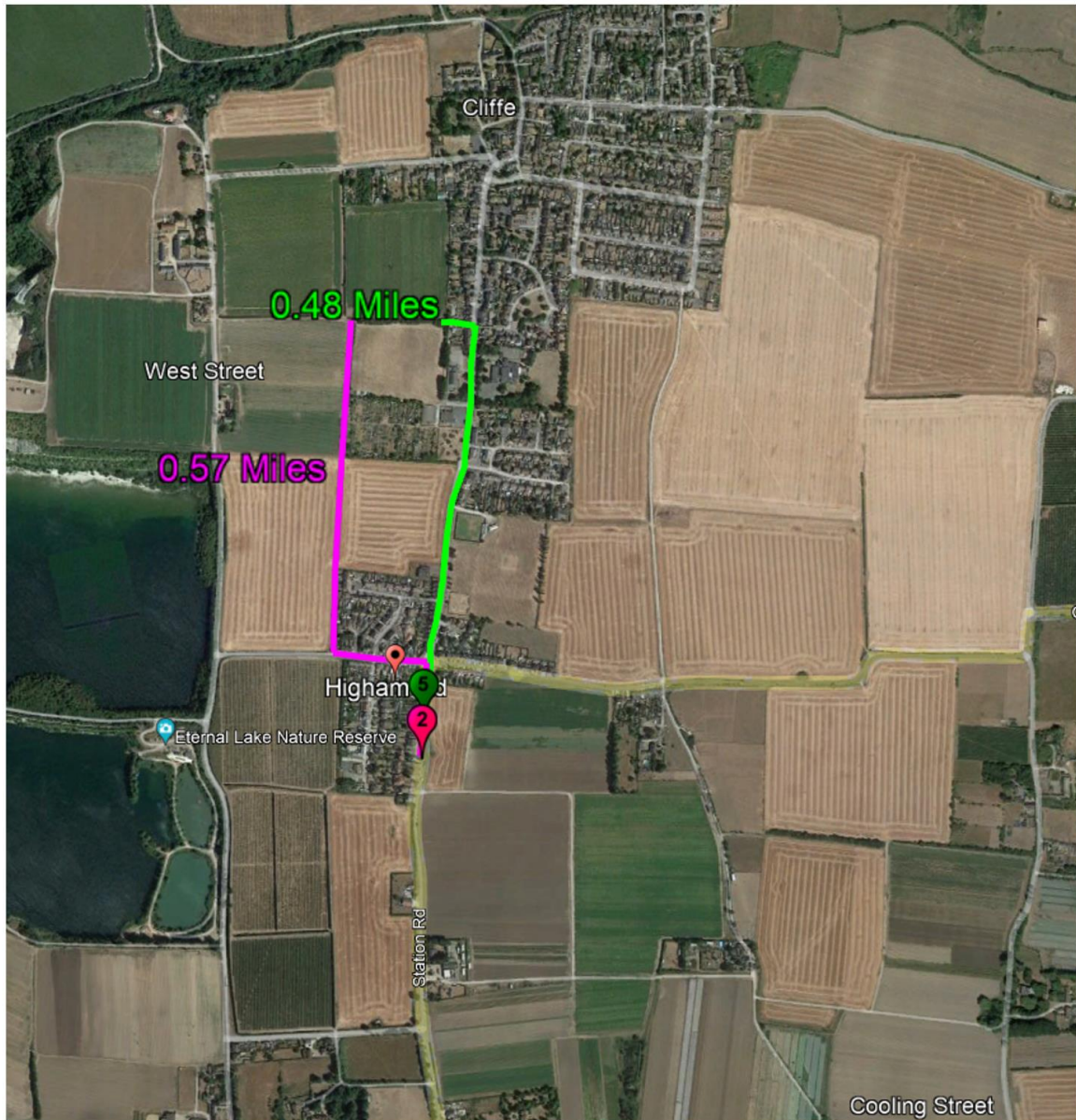






# Cliffe and Cliffe Woods Residents Development Group

## Station Road





# Cliffe and Cliffe Woods Residents Development Group

## Swinggate Avenue





# Cliffe and Cliffe Woods Residents Development Group

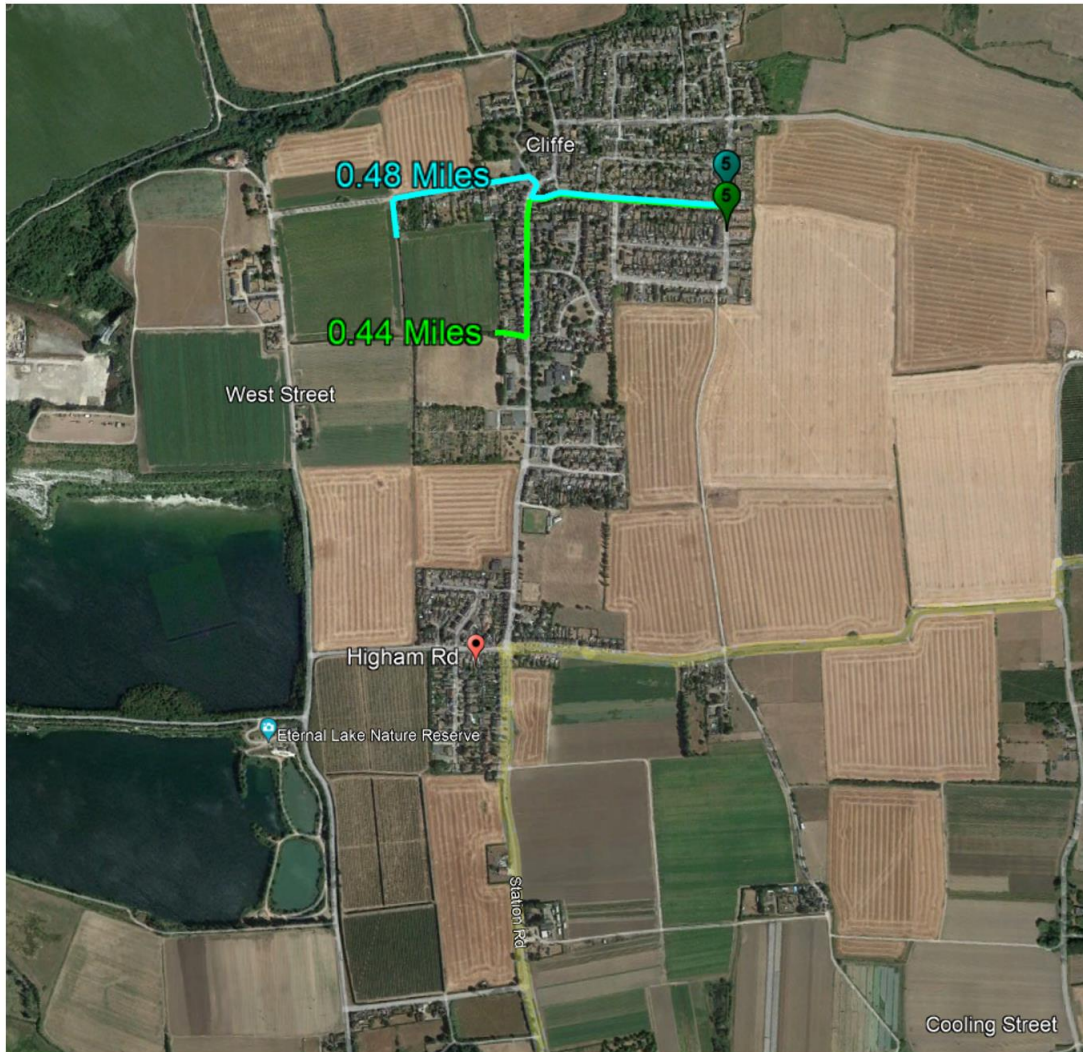
## Symonds Road





# Cliffe and Cliffe Woods Residents Development Group

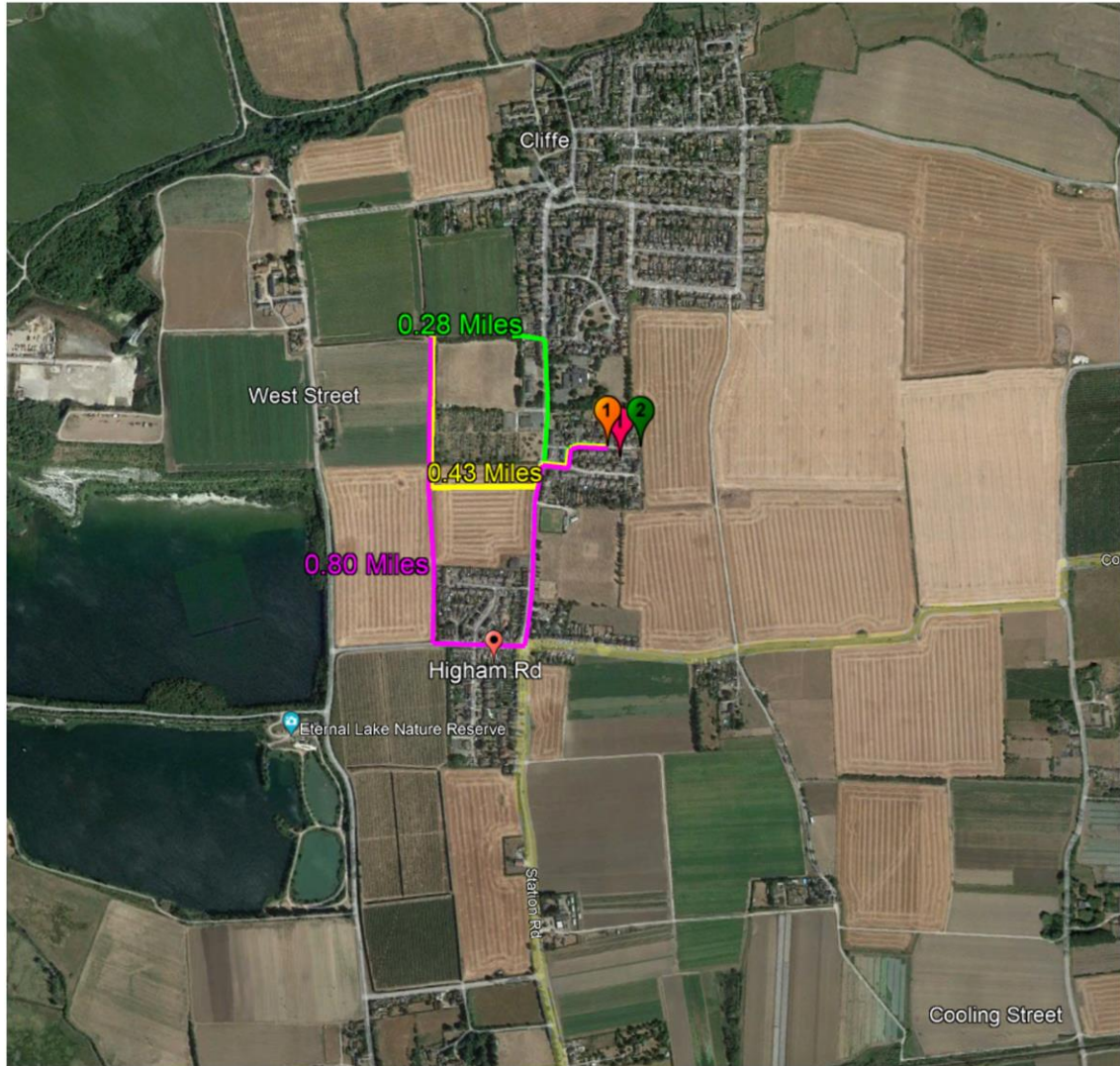
## Thatcher's Lane





# Cliffe and Cliffe Woods Residents Development Group

## Turner Street





# Cliffe and Cliffe Woods Residents Development Group

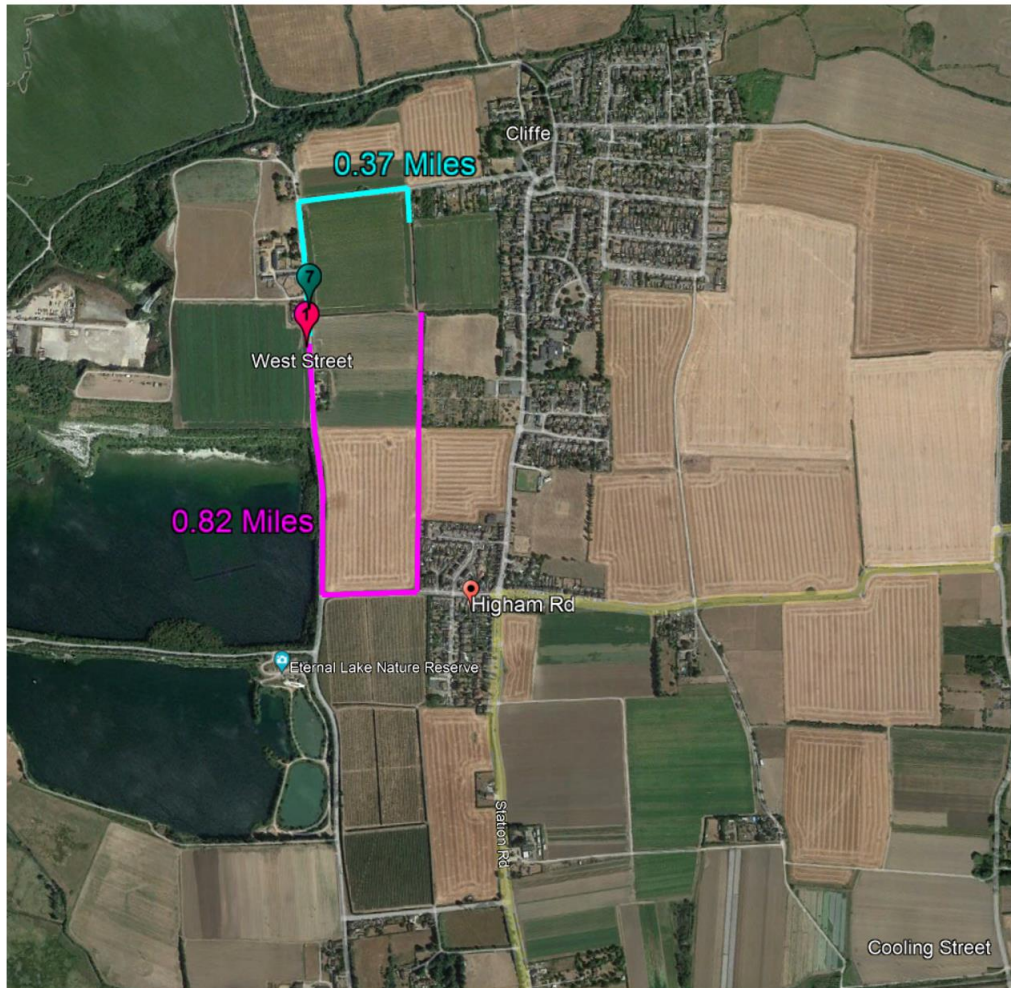
## Wadlands Road





# Cliffe and Cliffe Woods Residents Development Group

## West Street/Manor Farm Close





# Cliffe and Cliffe Woods Residents Development Group

## Wharf Lane and Henry Pie Place







# **Cliffe and Cliffe Woods Residents Development Group**

Appendix 6 – CCWRDG Mailing List survey email click report.



# Cliffe and Cliffe Woods Residents Development Group

## Email Campaign Report

Title: Relocated Sports Facilities Access Survey - Responses needed ASAP  
 Subject Line: Relocated Sports Facilities Access Survey - Responses needed ASAP  
 Delivery Date/Time: Thu, 06 Apr 2023 10:07 am

### Overall Stats

Total Recipients:	238
Successful Deliveries:	234
Bounces:	4 (1.7%)
Times Forwarded:	0
Forwarded Opens:	0
Recipients Who Opened:	166 (70.9%)
Total Opens:	332
Last Open Date:	30/4/23 9:26PM
Recipients Who Clicked:	83 (35.5%)
Total Clicks:	173
Last Click Date:	20/4/23 6:44PM
Total Unsubs:	0
Total Abuse Complaints:	0
Times Liked on Facebook:	0

### Clicks by URL

URL	Total Clicks	Unique Clicks
<a href="https://tinyurl.com/sportaccess">https://tinyurl.com/sportaccess</a>	156	83
<a href="https://mycliffevillage.co.uk/">https://mycliffevillage.co.uk/</a>	8	1
<a href="https://www.facebook.com/groups/1033319703747870">https://www.facebook.com/groups/1033319703747870</a>	4	1
<a href="https://www.rawpixel.com/">https://www.rawpixel.com/</a>	3	2
<a href="https://www.rawpixel.com/image/6732148">https://www.rawpixel.com/image/6732148</a>	2	1



# **Cliffe and Cliffe Woods Residents Development Group**

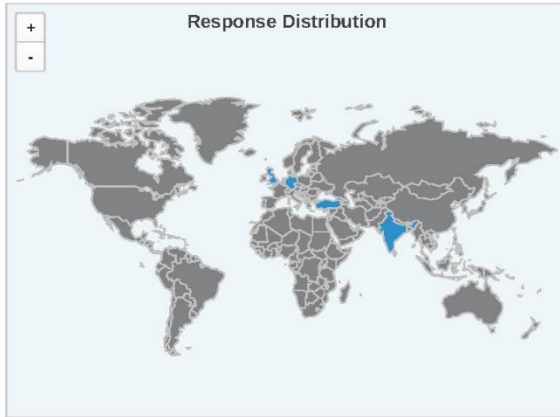
Appendix 7 – QuestionPro Dashboard Report for Access survey.



# Cliffe and Cliffe Woods Residents Development Group

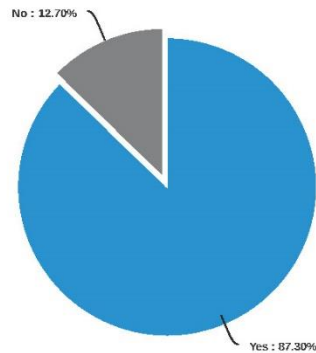
## Access choice to new Sports Facilities - Dashboard

658 Viewed    399 Total Responses    230 Completed    57.64% Completion Rate    169 Dropouts    2 min Average Time



Countries	Responses
GB	97.99%
MV	0.50%
TR	0.50%
CY	0.50%
IN	0.25%
DE	0.25%
Total	100.00%

Do you live in Cliffe?

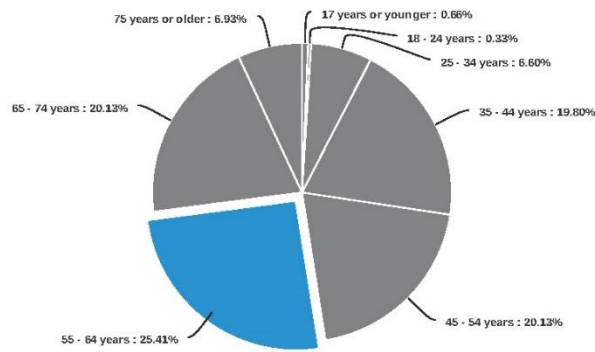


Answer	Count	Percent	20%	40%	60%	80%	100%
Yes	330	87.3%	<div style="width: 87.3%;"></div>				
No	48	12.7%	<div style="width: 12.7%;"></div>				
<b>Total</b>	<b>378</b>	<b>100 %</b>					



# Cliffe and Cliffe Woods Residents Development Group

What is your age?

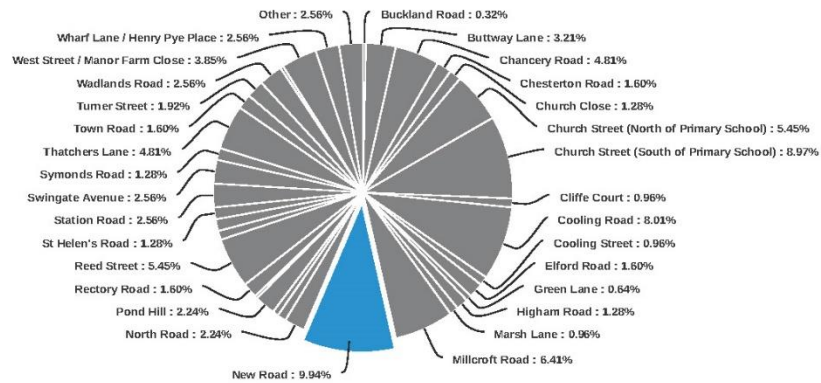


Answer	Count	Percent	20%	40%	60%	80%	100%
17 years or younger	2	0.66%					
18 - 24 years	1	0.33%					
25 - 34 years	20	6.6%					
35 - 44 years	60	19.8%					
45 - 54 years	61	20.13%					
55 - 64 years	77	25.41%					
65 - 74 years	61	20.13%					
75 years or older	21	6.93%					
<b>Total</b>	<b>303</b>	<b>100 %</b>					



# Cliffe and Cliffe Woods Residents Development Group

Which street do you live on?



Answer	Count	Percent	20%	40%	60%	80%	100%
Buckland Road	1	0.32%					
Buttway Lane	10	3.21%					
Chancery Road	15	4.81%					
Chesterton Road	5	1.6%					
Church Close	4	1.28%					
Church Street (North of Primary School)	17	5.45%					
Church Street (South of Primary School)	28	8.97%					
Cliffe Court	3	0.96%					
Cooling Road	25	8.01%					
Cooling Street	3	0.96%					
Elford Road	5	1.6%					
Green Lane	2	0.64%					
Higham Road	4	1.28%					
Marsh Lane	3	0.96%					
Millcroft Road	20	6.41%					
New Road	31	9.94%					
North Road	7	2.24%					
Norwood Close	3	0.96%					
Perry Hill	2	0.64%					
Pond Hill	7	2.24%					
Quickrells Avenue	1	0.32%					



# Cliffe and Cliffe Woods Residents Development Group

Rectory Road	5	1.6%
Reed Street	17	5.45%
Restmore Close	3	0.96%
Rookery Crescent	4	1.28%
Rye Street	0	0%
Salt Lane	0	0%
St Helen's Road	4	1.28%
Station Road	8	2.56%
Swingate Avenue	8	2.56%
Symonds Road	4	1.28%
Thatchers Lane	15	4.81%
Town Road	5	1.6%
Turner Street	6	1.92%
Wadlands Road	8	2.56%
Well Penn Road	1	0.32%
West Street / Manor farm Close	12	3.85%
Wharf Lane / Henry Pye Place	8	2.56%
Other	8	2.56%
<b>Total</b>	<b>312</b>	<b>100 %</b>

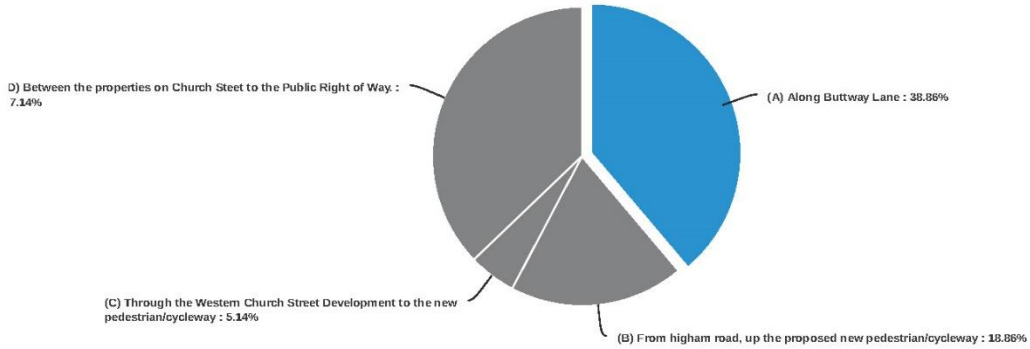
## Which street do you live on? - Text Data for Other

04/09/2023	101699114	View Rosd
04/09/2023	101690008	dont want to say
04/08/2023	101660902	Oakleigh Grove
04/08/2023	101660867	View road
04/08/2023	101660821	Cliffe woods
04/08/2023	101657182	Mead Wall
04/06/2023	101555509	Station road
04/06/2023	101554003	Thames View cliffe woods



# Cliffe and Cliffe Woods Residents Development Group

Which access route would you be most likely to take to the relocated sports ground? The route map and photos can be viewed again here



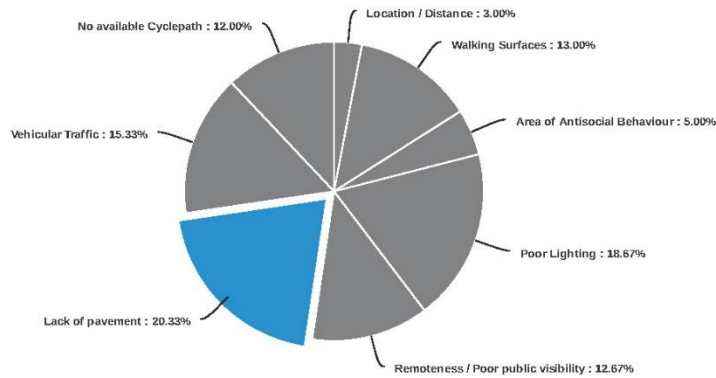
Answer	Count	Percent	20%	40%	60%	80%	100%
(A) Along Buttway Lane	68	38.86%	<div style="width: 38.86%;"></div>				
(B) From higham road, up the proposed new pedestrian/cycleway	33	18.86%	<div style="width: 18.86%;"></div>				
(C) Through the Western Church Street Development to the new pedestrian/cycleway	9	5.14%	<div style="width: 5.14%;"></div>				
(D) Between the properties on Church Steet to the Public Right of Way.	65	37.14%	<div style="width: 37.14%;"></div>				
<b>Total</b>	<b>175</b>	<b>100 %</b>					





# Cliffe and Cliffe Woods Residents Development Group

You have chosen route A (Along Buttway Lane), do you have any concerns about this access route? Please select as many options as apply

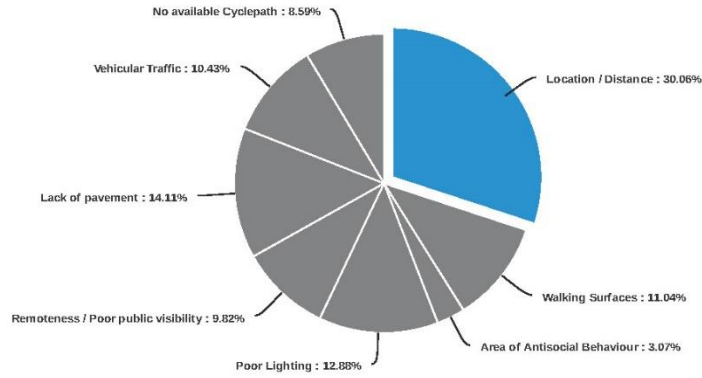


Answer	Count	Percent	20%	40%	60%	80%	100%
Location / Distance	9	3%					
Walking Surfaces	39	13%					
Area of Antisocial Behaviour	15	5%					
Poor Lighting	56	18.67%					
Remoteness / Poor public visibility	38	12.67%					
Lack of pavement	61	20.33%					
Vehicular Traffic	46	15.33%					
No available Cyclepath	36	12%					
<b>Total</b>	<b>300</b>	<b>100 %</b>					



# Cliffe and Cliffe Woods Residents Development Group

What are the reasons for you not choosing route B (From higham road, up the proposed new pedestrian/cycleway)? Please select as many options as apply

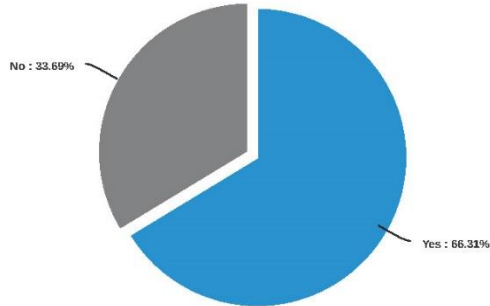


Answer	Count	Percent	20%	40%	60%	80%	100%
Location / Distance	49	30.06%	<div style="width: 30.06%;"></div>				
Walking Surfaces	18	11.04%	<div style="width: 11.04%;"></div>				
Area of Antisocial Behaviour	5	3.07%	<div style="width: 3.07%;"></div>				
Poor Lighting	21	12.88%	<div style="width: 12.88%;"></div>				
Remoteness / Poor public visibility	16	9.82%	<div style="width: 9.82%;"></div>				
Lack of pavement	23	14.11%	<div style="width: 14.11%;"></div>				
Vehicular Traffic	17	10.43%	<div style="width: 10.43%;"></div>				
No available Cyclepath	14	8.59%	<div style="width: 8.59%;"></div>				
<b>Total</b>	<b>163</b>	<b>100 %</b>					



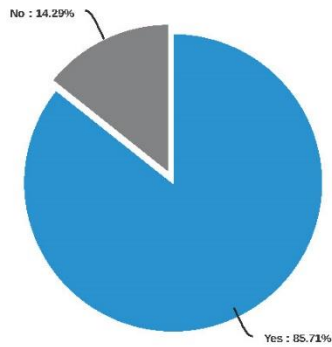
# Cliffe and Cliffe Woods Residents Development Group

If you had to go to the Trenport replacement sports ground, would you be able to do this without the use of a motor vehicle? Please answer this question honestly



Answer	Count	Percent	20%	40%	60%	80%	100%
Yes	185	66.31%	<div style="width: 66.31%;"></div>				
No	94	33.69%	<div style="width: 33.69%;"></div>				
<b>Total</b>	<b>279</b>	<b>100 %</b>					

Can you access the current APCM sports ground without use of a motor vehicle? The current APCM sports ground is to the east of Church Street & includes the bowls club & tennis courts.

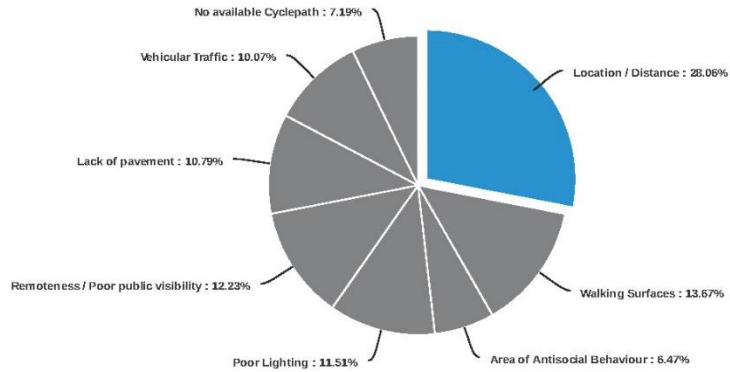


Answer	Count	Percent	20%	40%	60%	80%	100%
Yes	78	85.71%	<div style="width: 85.71%;"></div>				
No	13	14.29%	<div style="width: 14.29%;"></div>				
<b>Total</b>	<b>91</b>	<b>100 %</b>					



# Cliffe and Cliffe Woods Residents Development Group

What are the reasons for you not choosing route D (Between the properties on Church Steet to the Public Right of Way)? Please select as many options as apply

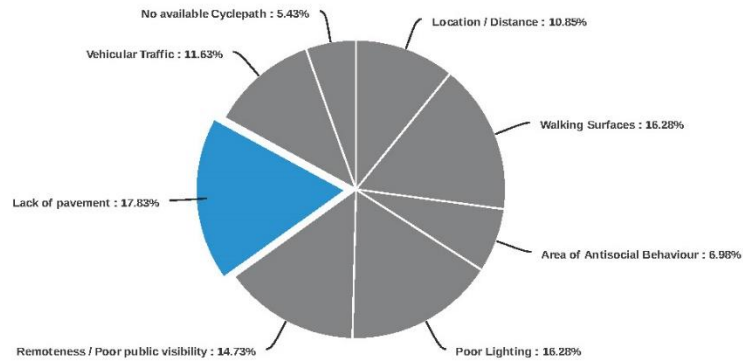


Answer	Count	Percent	20%	40%	60%	80%	100%
Location / Distance	39	28.06%	<div style="width: 28.06%;"></div>				
Walking Surfaces	19	13.67%	<div style="width: 13.67%;"></div>				
Area of Antisocial Behaviour	9	6.47%	<div style="width: 6.47%;"></div>				
Poor Lighting	16	11.51%	<div style="width: 11.51%;"></div>				
Remoteness / Poor public visibility	17	12.23%	<div style="width: 12.23%;"></div>				
Lack of pavement	15	10.79%	<div style="width: 10.79%;"></div>				
Vehicular Traffic	14	10.07%	<div style="width: 10.07%;"></div>				
No available Cyclepath	10	7.19%	<div style="width: 7.19%;"></div>				
<b>Total</b>	<b>139</b>	<b>100 %</b>					



# Cliffe and Cliffe Woods Residents Development Group

You have chosen route B (From higham road, up the proposed new pedestrian/cycleway), do you have any concerns about this access route? Please select as many options as apply

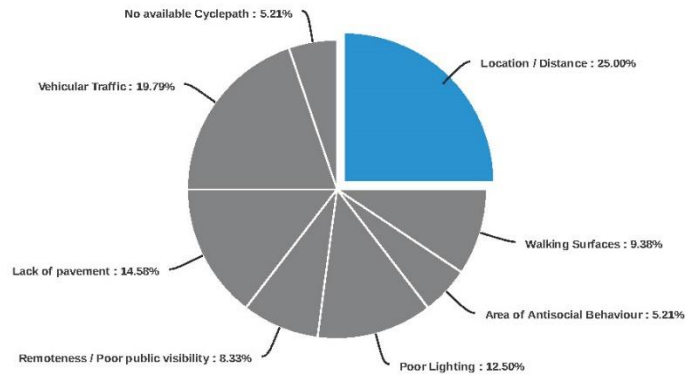


Answer	Count	Percent	20%	40%	60%	80%	100%
Location / Distance	14	10.85%	■				
Walking Surfaces	21	16.28%	■				
Area of Antisocial Behaviour	9	6.98%	■				
Poor Lighting	21	16.28%	■				
Remoteness / Poor public visibility	19	14.73%	■				
Lack of pavement	23	17.83%	■				
Vehicular Traffic	15	11.63%	■				
No available Cyclepath	7	5.43%	■				
<b>Total</b>	<b>129</b>	<b>100 %</b>					



# Cliffe and Cliffe Woods Residents Development Group

What are the reasons for you not choosing route A (Along Buttway Lane)? Please select as many options as apply

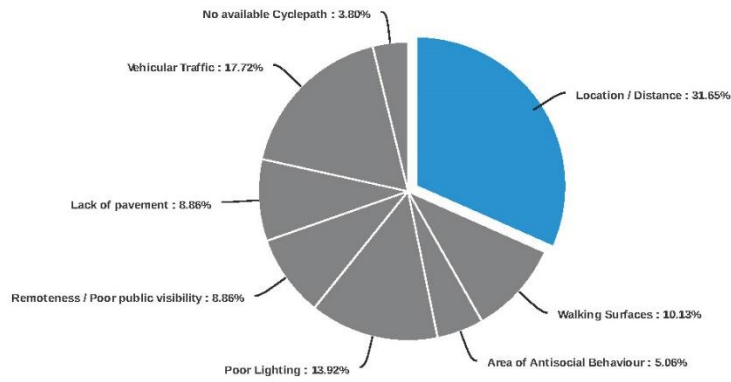


Answer	Count	Percent	20%	40%	60%	80%	100%
Location / Distance	24	25%	<div style="width: 25%;"></div>				
Walking Surfaces	9	9.38%	<div style="width: 9.38%;"></div>				
Area of Antisocial Behaviour	5	5.21%	<div style="width: 5.21%;"></div>				
Poor Lighting	12	12.5%	<div style="width: 12.5%;"></div>				
Remoteness / Poor public visibility	8	8.33%	<div style="width: 8.33%;"></div>				
Lack of pavement	14	14.58%	<div style="width: 14.58%;"></div>				
Vehicular Traffic	19	19.79%	<div style="width: 19.79%;"></div>				
No available Cyclepath	5	5.21%	<div style="width: 5.21%;"></div>				
<b>Total</b>	<b>96</b>	<b>100 %</b>					



# Cliffe and Cliffe Woods Residents Development Group

What are the reasons for you not choosing route C (Through the new, western Church Street development to the new pedestrian/cycleway)? Please select as many options as apply

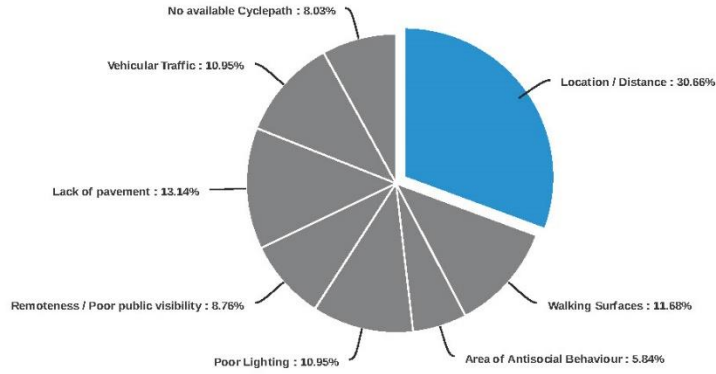


Answer	Count	Percent	20%	40%	60%	80%	100%
Location / Distance	25	31.65%	<div style="width: 31.65%;"></div>				
Walking Surfaces	8	10.13%	<div style="width: 10.13%;"></div>				
Area of Antisocial Behaviour	4	5.06%	<div style="width: 5.06%;"></div>				
Poor Lighting	11	13.92%	<div style="width: 13.92%;"></div>				
Remoteness / Poor public visibility	7	8.86%	<div style="width: 8.86%;"></div>				
Lack of pavement	7	8.86%	<div style="width: 8.86%;"></div>				
Vehicular Traffic	14	17.72%	<div style="width: 17.72%;"></div>				
No available Cyclepath	3	3.8%	<div style="width: 3.8%;"></div>				
<b>Total</b>	<b>79</b>	<b>100 %</b>					



# Cliffe and Cliffe Woods Residents Development Group

What are the reasons for you not choosing route C (Through the new, western Church Street development to the new pedestrian/cycleway)? Please select as many options as apply



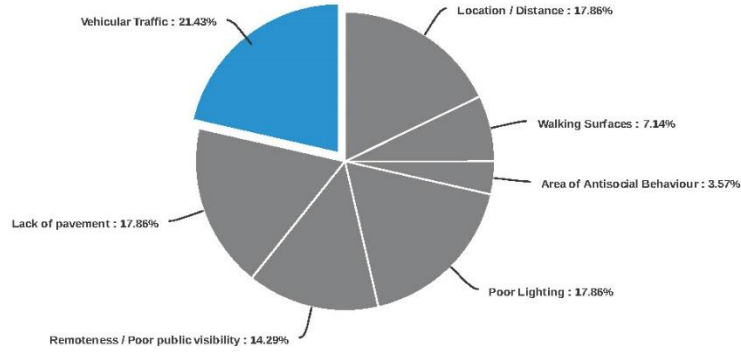
Answer	Count	Percent	20%	40%	60%	80%	100%
Location / Distance	42	30.66%	<div style="width: 30.66%;"></div>				
Walking Surfaces	16	11.68%	<div style="width: 11.68%;"></div>				
Area of Antisocial Behaviour	8	5.84%	<div style="width: 5.84%;"></div>				
Poor Lighting	15	10.95%	<div style="width: 10.95%;"></div>				
Remoteness / Poor public visibility	12	8.76%	<div style="width: 8.76%;"></div>				
Lack of pavement	18	13.14%	<div style="width: 13.14%;"></div>				
Vehicular Traffic	15	10.95%	<div style="width: 10.95%;"></div>				
No available Cyclepath	11	8.03%	<div style="width: 8.03%;"></div>				
<b>Total</b>	<b>137</b>	<b>100 %</b>					





# Cliffe and Cliffe Woods Residents Development Group

What are the reasons for you not choosing route A (Along Buttway Lane)? Please select as many options as apply

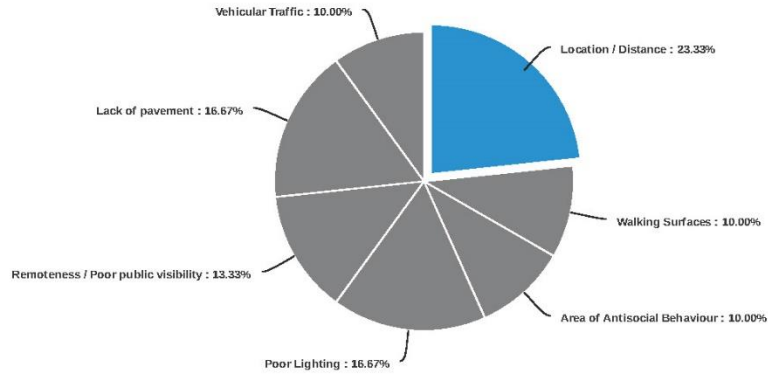


Answer	Count	Percent	20%	40%	60%	80%	100%
Location / Distance	5	17.86%	[Progress bar]				
Walking Surfaces	2	7.14%	[Progress bar]				
Area of Antisocial Behaviour	1	3.57%	[Progress bar]				
Poor Lighting	5	17.86%	[Progress bar]				
Remoteness / Poor public visibility	4	14.29%	[Progress bar]				
Lack of pavement	5	17.86%	[Progress bar]				
Vehicular Traffic	6	21.43%	[Progress bar]				
No available Cyclepath	0	0%	[Progress bar]				
<b>Total</b>	<b>28</b>	<b>100 %</b>					



# Cliffe and Cliffe Woods Residents Development Group

What are the reasons for you not choosing route B (From higham road, up the proposed new pedestrian/cycleway)? Please select as many options as apply

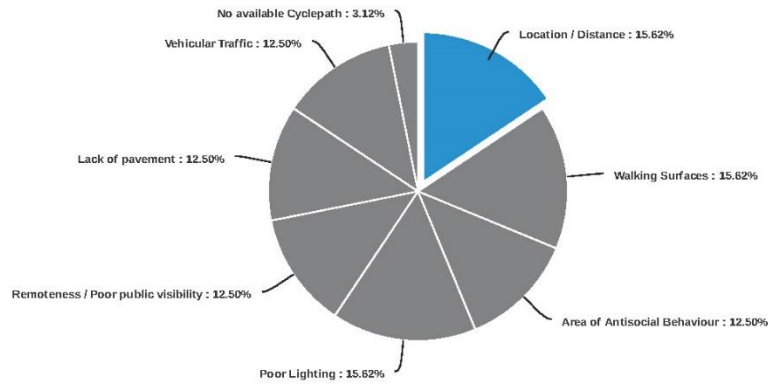


Answer	Count	Percent	20%	40%	60%	80%	100%
Location / Distance	7	23.33%	<div style="width: 23.33%;"></div>				
Walking Surfaces	3	10%	<div style="width: 10%;"></div>				
Area of Antisocial Behaviour	3	10%	<div style="width: 10%;"></div>				
Poor Lighting	5	16.67%	<div style="width: 16.67%;"></div>				
Remoteness / Poor public visibility	4	13.33%	<div style="width: 13.33%;"></div>				
Lack of pavement	5	16.67%	<div style="width: 16.67%;"></div>				
Vehicular Traffic	3	10%	<div style="width: 10%;"></div>				
No available Cyclepath	0	0%	<div style="width: 0%;"></div>				
<b>Total</b>	<b>30</b>	<b>100 %</b>					



# Cliffe and Cliffe Woods Residents Development Group

What are the reasons for you not choosing route D (Between the properties on Church Steet to the Public Right of Way)? Please select as many options as apply

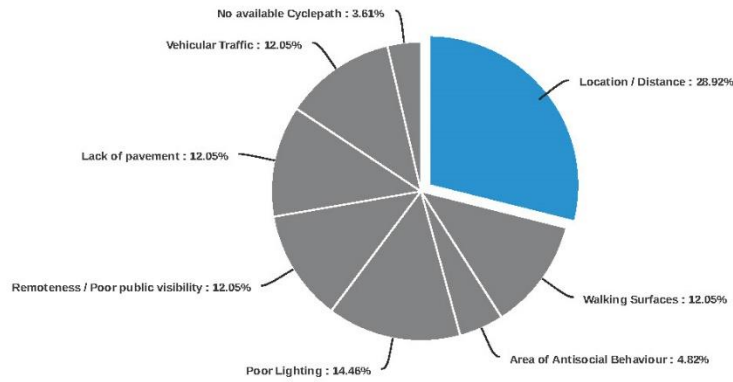


Answer	Count	Percent	20%	40%	60%	80%	100%
Location / Distance	5	15.62%	<div style="width: 15.62%;"></div>				
Walking Surfaces	5	15.62%	<div style="width: 15.62%;"></div>				
Area of Antisocial Behaviour	4	12.5%	<div style="width: 12.5%;"></div>				
Poor Lighting	5	15.62%	<div style="width: 15.62%;"></div>				
Remoteness / Poor public visibility	4	12.5%	<div style="width: 12.5%;"></div>				
Lack of pavement	4	12.5%	<div style="width: 12.5%;"></div>				
Vehicular Traffic	4	12.5%	<div style="width: 12.5%;"></div>				
No available Cyclepath	1	3.12%	<div style="width: 3.12%;"></div>				
<b>Total</b>	<b>32</b>	<b>100 %</b>					



# Cliffe and Cliffe Woods Residents Development Group

What are the reasons for you not choosing route D (Between the properties on Church Steet to the Public Right of Way)? Please select as many options as apply

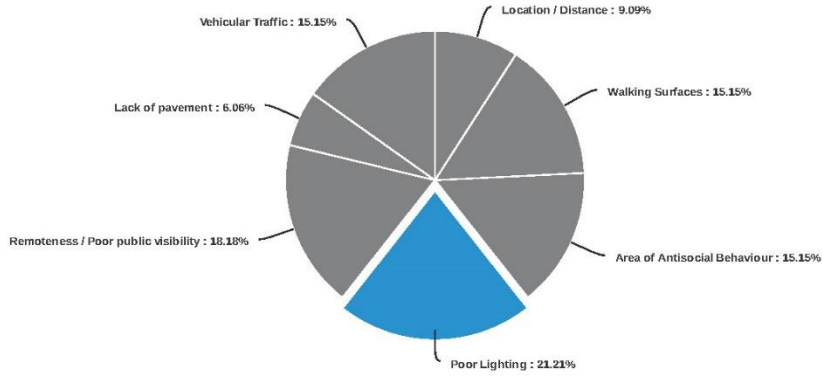


Answer	Count	Percent	20%	40%	60%	80%	100%
Location / Distance	24	28.92%	<div style="width: 28.92%;"></div>				
Walking Surfaces	10	12.05%	<div style="width: 12.05%;"></div>				
Area of Antisocial Behaviour	4	4.82%	<div style="width: 4.82%;"></div>				
Poor Lighting	12	14.46%	<div style="width: 14.46%;"></div>				
Remoteness / Poor public visibility	10	12.05%	<div style="width: 12.05%;"></div>				
Lack of pavement	10	12.05%	<div style="width: 12.05%;"></div>				
Vehicular Traffic	10	12.05%	<div style="width: 12.05%;"></div>				
No available Cyclepath	3	3.61%	<div style="width: 3.61%;"></div>				
<b>Total</b>	<b>83</b>	<b>100 %</b>					



# Cliffe and Cliffe Woods Residents Development Group

You have chosen route C (Through the new, western Church Street development to the new pedestrian/cycleway), do you have any concerns about this access route? Please select as many options as apply

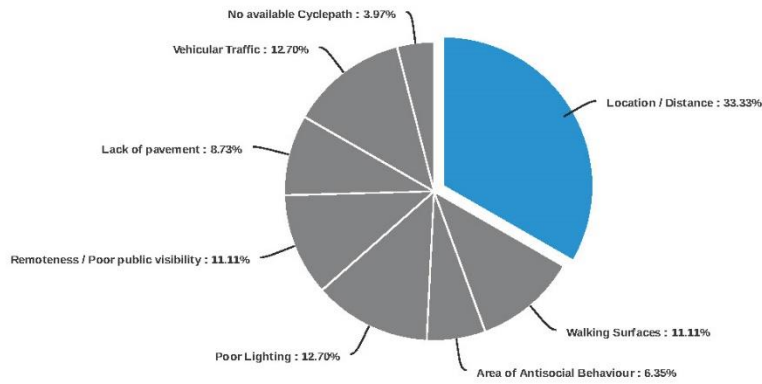


Answer	Count	Percent	20%	40%	60%	80%	100%
Location / Distance	3	9.09%					
Walking Surfaces	5	15.15%					
Area of Antisocial Behaviour	5	15.15%					
Poor Lighting	7	21.21%					
Remoteness / Poor public visibility	6	18.18%					
Lack of pavement	2	6.06%					
Vehicular Traffic	5	15.15%					
No available Cyclepath	0	0%					
<b>Total</b>	<b>33</b>	<b>100 %</b>					



# Cliffe and Cliffe Woods Residents Development Group

What are the reasons for you not choosing route C (Through the new, western Church Street development to the new pedestrian/cycleway)? Please select as many options as apply

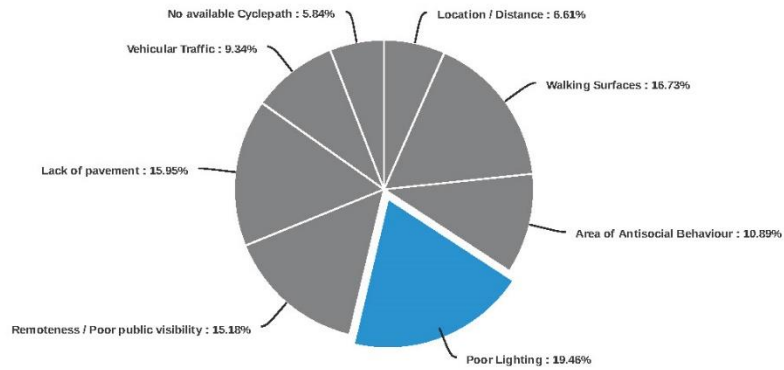


Answer	Count	Percent	20%	40%	60%	80%	100%
Location / Distance	42	33.33%	<div style="width: 33.33%;"></div>				
Walking Surfaces	14	11.11%	<div style="width: 11.11%;"></div>				
Area of Antisocial Behaviour	8	6.35%	<div style="width: 6.35%;"></div>				
Poor Lighting	16	12.7%	<div style="width: 12.7%;"></div>				
Remoteness / Poor public visibility	14	11.11%	<div style="width: 11.11%;"></div>				
Lack of pavement	11	8.73%	<div style="width: 8.73%;"></div>				
Vehicular Traffic	16	12.7%	<div style="width: 12.7%;"></div>				
No available Cyclepath	5	3.97%	<div style="width: 3.97%;"></div>				
<b>Total</b>	<b>126</b>	<b>100 %</b>					



# Cliffe and Cliffe Woods Residents Development Group

You have chosen route D (Between the properties on Church Steet to the Public Right of Way), do you have any concerns about this access route? Please select as many options as apply

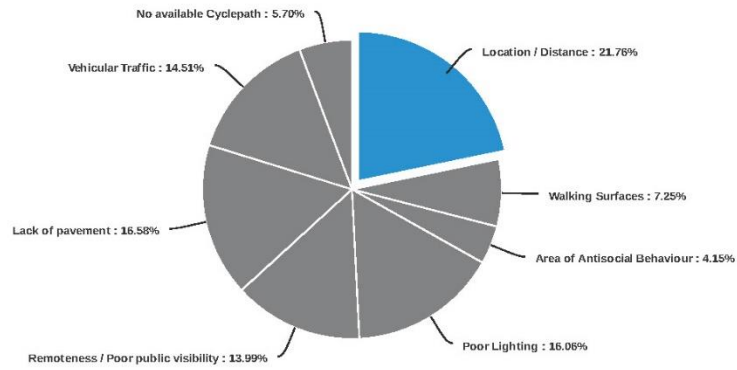


Answer	Count	Percent	20%	40%	60%	80%	100%
Location / Distance	17	6.61%					
Walking Surfaces	43	16.73%					
Area of Antisocial Behaviour	28	10.89%					
Poor Lighting	50	19.46%					
Remoteness / Poor public visibility	39	15.18%					
Lack of pavement	41	15.95%					
Vehicular Traffic	24	9.34%					
No available Cyclepath	15	5.84%					
<b>Total</b>	<b>257</b>	<b>100 %</b>					



# Cliffe and Cliffe Woods Residents Development Group

What are the reasons for you not choosing route A (Along Buttway Lane)? Please select as many options as apply



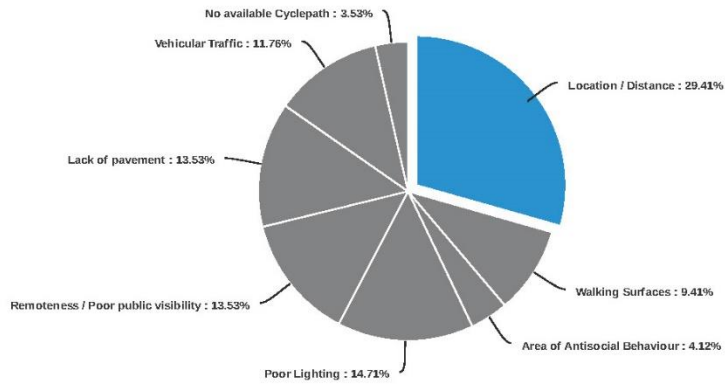
Answer	Count	Percent	20%	40%	60%	80%	100%
Location / Distance	42	21.76%	<div style="width: 21.76%;"></div>				
Walking Surfaces	14	7.25%	<div style="width: 7.25%;"></div>				
Area of Antisocial Behaviour	8	4.15%	<div style="width: 4.15%;"></div>				
Poor Lighting	31	16.06%	<div style="width: 16.06%;"></div>				
Remoteness / Poor public visibility	27	13.99%	<div style="width: 13.99%;"></div>				
Lack of pavement	32	16.58%	<div style="width: 16.58%;"></div>				
Vehicular Traffic	28	14.51%	<div style="width: 14.51%;"></div>				
No available Cyclepath	11	5.7%	<div style="width: 5.7%;"></div>				
<b>Total</b>	<b>193</b>	<b>100 %</b>					





# Cliffe and Cliffe Woods Residents Development Group

What are the reasons for you not choosing route B (From higham road, up the proposed new pedestrian/cycleway)? Please select as many options as apply



Answer	Count	Percent	20%	40%	60%	80%	100%
Location / Distance	50	29.41%	<div style="width: 29.41%;"></div>				
Walking Surfaces	16	9.41%	<div style="width: 9.41%;"></div>				
Area of Antisocial Behaviour	7	4.12%	<div style="width: 4.12%;"></div>				
Poor Lighting	25	14.71%	<div style="width: 14.71%;"></div>				
Remoteness / Poor public visibility	23	13.53%	<div style="width: 13.53%;"></div>				
Lack of pavement	23	13.53%	<div style="width: 13.53%;"></div>				
Vehicular Traffic	20	11.76%	<div style="width: 11.76%;"></div>				
No available Cyclepath	6	3.53%	<div style="width: 3.53%;"></div>				
<b>Total</b>	<b>170</b>	<b>100 %</b>					



# Cliffe and Cliffe Woods Residents Development Group

## Is there anything else you'd like to tell us about the access to the relocated sports ground?

04/12/2023	101897765	I would use a bicycle to get there from Buckland Road and the lorry traffic is now very heavy also I would want somewhere safe to leave my bike.
04/10/2023	101721458	It is too remote. I wouldn't let my young teenage grandchildren go up there in accompanied which they can do in the present location. Much safer.
04/09/2023	101699374	What's wrong with the one we've got?
04/09/2023	101689073	Where are all the visitors to the relocated sports ground going to park without clogging up the surrounding roads?
04/09/2023	101686241	Is further away then where it is now
04/09/2023	101685351	It is too remote, not visible from the road and not lit. So in the dark it wouldn't be as safe for people walking on their own. Also being out of plain site will provide more opportunities for anti social behaviour. We have already had issues with known dealers parking in the carpark beside the memorial hall but the new location is even more remote and would definitely attract more anti social behaviour. Those who've lived in the village long enough know that vandalism of the allotments and sports facilities have taken place in the rec behind the hall because it is not visible from the road. An easy target. This will only get worse when more bored youngsters are living in the village as there is nothing for them to do.
04/08/2023	101676066	Keep Cliffe as it is...the APCM ground is perfectly situated, we do not need more houses or relocated facilities, we need better facilities in existing areas, especially the doctors.
04/08/2023	101671471	It should not be moved from where it is. We are very happy with the way things are and have been for years.
04/08/2023	101664011	Why on earth would you move our central sports field to the top end of village. Perfectly acceptable where is now.
04/08/2023	101662534	It is too far away from where I live so would not be helpful for me
04/08/2023	101660723	I live on church street and route d is how we access parking to the rear of our houses. This road is unadopted and already in a poor condition. The additional foot traffic will create more of an issue. Also there is limited visibility coming from the rec or when reversing out from our houses. This would be a major safety concern for pedestrians to use this route and this will more than likely be the route taken. I feel the new rec if allowed should be fenced off to stop this route being used.
04/08/2023	101660573	Should remain rural
04/08/2023	101658650	The suggested site is quite remote, and on the edge of the village. We currently have all the sports facilities we need, more concerning is the additional people and cars that will be coming and going on an already unsuitable road.
04/07/2023	101646202	As someone who has restricted mobility I am not sure there is safe walking friendly way into the new site
04/07/2023	101644850	Where it is at the moment I can see a football match from my house and the beautiful view across the fields if houses built take all that away
04/07/2023	101639067	The Buttway is a narrow, single track road not suitable for extra vehicles, cyclists & pedestrians therefore we will be unlikely to use as we would wish.
04/07/2023	101635776	It seems ludicrous to create vehicular access in the way they have planned; particularly via west street or Buttway Lane on a single track road with no pavement. To me it would make more sense to extend the parking available near the rugby pitch and provide pedestrian access straight through to the new leisure facilities. I would like to make clear that I oppose the development in it's entirety.
04/07/2023	101632247	There's nothing wrong with where it is at the moment, leave the village along
04/07/2023	101625416	We would never use it because of access/location to far by foot.
04/07/2023	101624389	Very poor decision to move it to the far end of the village where it will be less viable to the public therefore easier for more antisocial behaviour. Would not be happy to let my children go here alone.
04/07/2023	101615140	Why move the sports ground in the first place make the builders build around it,
04/07/2023	101615127	The plans are very unclear so chose the option which already has a pavement. I am concerned that Trenport will not provide the plans as stated or will do this poorly as they have done in other areas. Main concern is that regardless of routes provided the distance to the new proposed area is not central enough & my son will not be able to attend without supervision.
04/07/2023	101614702	It's on a very small lane which is dangerous to walk to and will cause traffic problems.
04/07/2023	101614413	It's not a safe open space as we have now, the field where tge bowling green is. Access will be dark and not in full view of the village which woyld make me feel unsafe. Doubt I woyld use the the relocated space.
04/06/2023	101595439	In totally the wrong place. Hidden away at the far end of Cliffe, too far to walk to. I wouldn't drive there.
04/06/2023	101590551	Why move the recreational ground further away and out of sight for children plus a busy road to cross with so may expected cars in the road
04/06/2023	101589199	If I did use a vehicle to access the relocated sports ground, the size of parking to be provided seems quite small.



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04/06/2023	101587595	We live in cherterton so use the alley from there to church street and walk through the alley the houses use to the field I really hope the field isn't built on It's lovely to be in nature bath flying above your head owls quiet serenity that is why we moved here to enjoy Walking though to the playing fields is like being in another world in just a few steps We all need to try and protect our amazing village and keep it serene quiet and country like it is now
04/06/2023	101587005	too far to walk and surrounded on 3 sides by hedges worried if antisocial people might use it also if I had to drive there would be very worried where to park would use it for dog walks and as getting older feel it would be too far to use
04/06/2023	101586442	It'll Encourage more traffic through the village making more noise and pollution
04/06/2023	101585165	I wont use it, you cannot be seen and being a female on my own would be yoo scared
04/06/2023	101584604	the people that use the current sports ground I imagine live mostly up Norwood corner end. So this is completely in the opposite direction. We don't want a new sports ground, just leave the old one.
04/06/2023	101582948	The lack of pavements and shortage of parking spaces especially at weekends when sports usage very popular and busy. The area is too remote, is not central and too isolated, especially for unaccompanied children. It's too far out.
04/06/2023	101581346	Given we live on West Street walking to the proposed ground is possible and the easiest route. My concern would be it is a single track road and any increase in traffic as a result of the sports ground would be a nightmare and only a matter of time before more pedestrian injuries or worse. It is positive to see other routes will be added, for walking/cycling, and all should be built if things go ahead, however in my mind the biggest problem would be any increase in road traffic, the Buttway, West Street are just not suitable as they are single track. IF the development goes ahead, the car park should be placed on the rugby ground and people can walk from there, that would at least reduce the amount of traffic that would have to drive through the whole village, including much of the traffic calmed earlier. The views above don't take away from my strong objections to the development. The infrastructure just isn't there for increased houses, and losing more crucial farm land when there are plenty of brownfield options in the area is so shortsighted. I'd also flag, living in a listed building, that should be protected, huge development and increased traffic and noise pollution on the field opposite is completely ridiculous.
04/06/2023	101578915	Walking isn't the main problem with this proposed location. The levels of traffic through the village, and along Buttway Lane, as well as West Street will be heavy at times, especially when there is football matches on.
04/06/2023	101569482	Buttway Lane is a narrow lane and cannot take heavy traffic, getting off the driveways is unsafe already with the current low traffic volumes as there isn't a pavement. Parking is also poor along Buttway Lane
04/06/2023	101565776	It is not required.
04/06/2023	101564825	It should not be relocated as it is perfectly fine where it currently is!!
04/06/2023	101563967	I think the idea is crazy we already have a recreation ground thats more than adequate and therefor no need to relocate this.
04/06/2023	101563382	No footpaths on buttway lane and higham road, increase of danger crossing church street very poor lighting on all proposed routes.
04/06/2023	101561991	Any way you choose to go will be too remote. The location they're proposing is too far out the way that it will just be too dangerous for anyone to use it!! Plus if you had to drive, there's nowhere for anyone to park, the roads are way too narrow.
04/06/2023	101559881	Because of the relocation we would use it less.
04/06/2023	101559448	The ability to walk our children and pets in open areas.
04/06/2023	101557726	The field is to remote no easy access no parking which means cars blocking surrounding roads
04/06/2023	101557176	It's ludicrous the sports facilities are being considered for relocation - their current location is more than adequate; it is well known, frequently utilised by all different types of people and already possesses facilities.
04/06/2023	101556529	To be able to access the proposed new sports field I would need to either drive there from Rectory Road or walk through the pear Orchard and either go up the proposed new route or via West Street or Church Street. West Street is very narrow and due to the new Manor Farm development has increased traffic making it quite dangerous. I wouldn't want to walk through the proposed new development. I live in the country and want to walk in the countryside not through housing estates. Church Street is also very busy and doesn't have great pathways to the proposed entrance. It's very congested in that area with the road chicanes already in place.
04/06/2023	101556178	It's too remote and it won't get used as much as the current APCM area. Plus more chance of antisocial behaviour as it's tucked out of the way of the main road.
04/06/2023	101556067	Buttway lane is not suitable for the increase in vehicular traffic. Too narrow at the proposed entrance for both vehicle & pedestrians let alone 2 cars
04/06/2023	101555807	As a driver who drives most days along buttway Lane to Higham station, I am very concerned about the increased traffic along this narrow road plus potential increased pedestrians.
04/06/2023	101555153	Surrounding area roads become covered in mud due to farming activity and are slippery to navigate
04/06/2023	101554956	Ridiculous idea when we have a suitable recreation ground which is well used currently. Greedy and no need to build even more in a rural village - stop destroying our village
04/06/2023	101554915	It's totally unnecessary as the ACPM is a good central field in the perfect location. Visible, safe and good access.



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04/06/2023	101554685	It is totally unacceptable to resite the sports ground without there being more accessible entrance. Certainly more car parking for visiting teams, without which the surrounding roads will become an undesignated car park causing huge problems for the locals.
04/06/2023	101554592	Crossing church st from the public right of way (D) is dangerous due to lack of visibility for both pedestrian and drivers. Access is directly onto the road. Buttway access is also hazardous due to the single track nature of the road and vehicle already parked outside of houses there. It is also a long way round for most Cliffe residents on foot. As it is planned vehicle access this would become more hazardous to pedestrians who currently use the road to access Cliffe pools by allens hill. The other two options are not applicable to me as they are much longer routes and out of my way.
04/06/2023	101554553	Inferior to existing facilities.
04/06/2023	101554220	for dog walking when I am older and my dog older I would have to use a car to gain access to a flat recreation ground the relocated one would be too far to walk and poor parking if I had to use my car also buttway lane has no pavement what happens on football match days when the footballers need a lot of parking space that end of the village does not have a lot of space for vehicles also if the new recreation is surrounded 3 sides with hedges it could make it a magnet for antisocial behaviour to happen would the new cycle path/footpath be able to stop electric scooters motorbikes and quad bikes as we already have problems with these around cliffe areas
04/06/2023	101554167	My 93 year old father uses route D as vehicular access to his property at 129a Church Street
04/06/2023	101553373	New location is totally unsuitable due to no pavements, no lighting, speed of vehicles entering and leaving village at this point. It will become a haven for anti social behaviour people congregating for alcohol drinking and smoking drugs. Also the present location of APCM I consider safe at all times to use. I would not use the relocated sports ground for the above reasons
04/06/2023	101553225	It's not just the Pedestrian access that is a problem. The amount of vehicles that will use the Buttway and surrounding roads will cause chaos. They are all single lane roads not suited to a development where there will be hundreds of cars accessing for football etc.
04/06/2023	101552788	I probably won't use the new site at all unless I am with a large group due to the remoteness of the access and no natural surveillance. I'm a regular user of the existing site and feel safe using it alone.
04/06/2023	101552743	Access along Buttway Lane is a ridiculous proposal. Buttway Lane is a SINGLE TRACK road with very few passing places. There is no way it can handle the increase in vehicular traffic from either end of the road that would be associated with a new sports ground. Street lighting is almost non-existent on Buttway Lane. From the car park outside the church to the end of the lane there is ONE street light. Also the field that is to be used for the new sports ground is farm land which has been used to grow crops (corn, wheat, courgettes, potatoes, in recent years that I know of). It is ridiculous to lose this food producing facility and swap it for a sports facility, when a sports facility ALREADY EXISTS IN THE VILLAGE. Also, one end of Buttway Lane (by The Six Bells) has been blocked for over an hour on two occasions in the past year due to large trucks being directed into the village by their sat nav and then being unable to turn round / redirect themselves once they start to proceed down Church Street (at the junction of Buttway Lane and Reed Street outside the Six Bells pub). Villagers have had to direct the truck drivers to reverse / turn around and this has blocked access to Buttway Lane from that end. How would this impact access to the new sports ground?
04/06/2023	101552695	We are desperate for youth football pitches in the area - There are NONE available for younger children through public spaces (only private high schools) The area is desperate for 5v5, 7v7, 9v9 YOUTH pitches. All these new properties will include many new children to the area and the local football is already turning away children daily because the pitches and green space isn't available That is already happening, without the development already approved at cliffe woods being finished and now this proposal Children are already missing out due to lack of space
04/06/2023	101552658	Every route creates rat runs and loitering spaces for youths. I would not feel comfortable walking or jogging any of these routes at dusk.
04/06/2023	101552294	Totally unsuitable location. I would have trouble accessing it as I'm not prepared to put my life in danger walking along a road which doesn't have any pavements, no control over traffic, speeding vehicles, the behavior of some people on the green and car park such as drunk, high on drugs, shouting etc is frightening, lack of lighting. It would affect my mental health and well being as I wouldn't be able to take my 3 x a day walk any more.
04/06/2023	101551884	All access routes have parts of them which pose a threat of antisocial behaviour due to poor public visibility and low lighting. This makes me worry about which ever route I was to take and I would therefore opt for the route with the least amount of sheltered pathways for safety. With the location of the old apcm this wasn't an issue as you're very visible from the public road and we've never had any issues over there with anti social behaviour.
04/06/2023	101551723	The plans are not exactly easy to understand and very difficult to visualise how this will be done. I have heard of Trenport making similar plans to get approval on building and then fail to deliver against them