

Kesgrave Neighbourhood Plan

Community Survey Analysis

Kesgrave Parish Council

Draft Report

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1. Introduction

- 1.1. In 2017, the Kesgrave Neighbourhood Plan Steering Group sought to engage with the community of Kesgrave through a survey covering a wide number of relevant issues. This survey was sent to every household in Kesgrave parish and there was a total of 783 responses, a 14% response rate¹. It should be noted that there could have been more than one response per household so the response rate may be slightly lower than this.
- 1.2. As part of ongoing support to the Neighbourhood Plan Steering Group, Navigus Planning was commissioned to analyse the responses to the survey and highlight any relevant matters that would help to develop the Neighbourhood Plan and specifically its vision and objectives. This report represents the output of that work.
- 1.3. It should be noted that the report does not analyse the responses to all questions. Some questions did not elicit responses which could necessarily be used to inform the development of the Neighbourhood Plan at this stage. However, there may be an opportunity for this evidence to be used at a later date. The report has sought to assess whether the extent and nature of responses to related questions can identify particular trends in respect of what the community of Kesgrave thinks about certain issues. However, caution has been exercised in this to ensure that only reasonable inferences can be made from this analysis.
- 1.4. The report has also tried to capture 'open' responses where these were allowed for certain questions.
- 1.5. The survey questions are shown in Appendix A. It should be noted that this does not include the specific choices of response presented for each question.

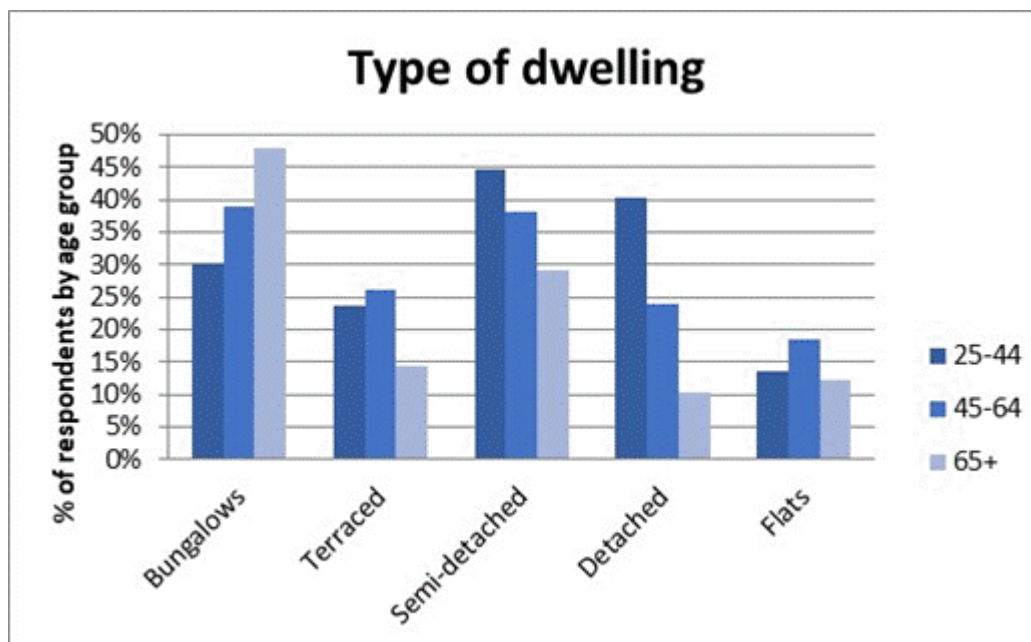
¹ Based on 5,540 households in Kesgrave parish at the 2011 Census (source: NOMIS)

2. Housing

Housing Need

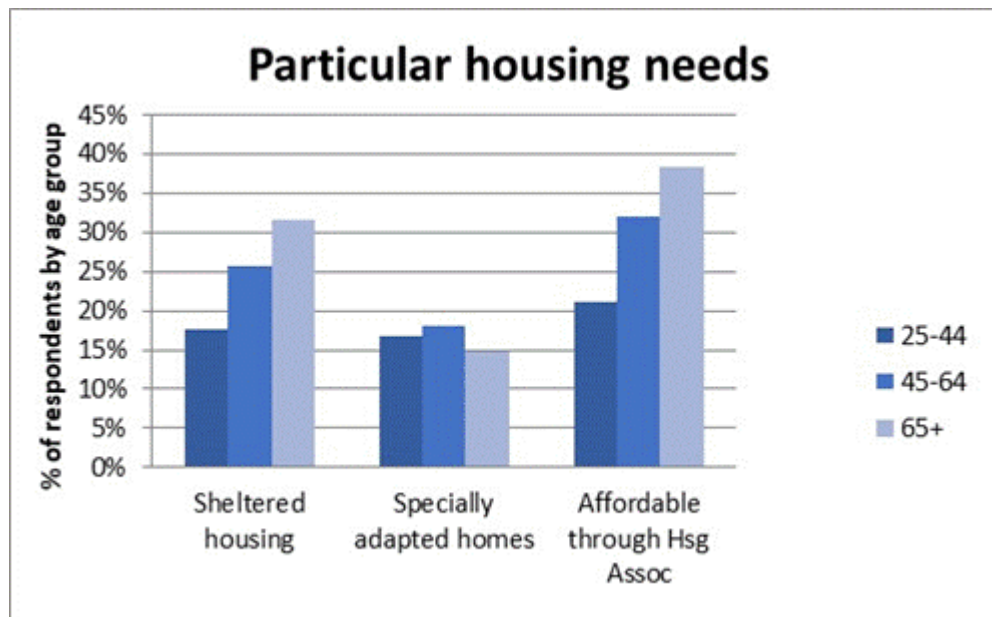
- 2.1. Question 7 asked if new housing were to be built in Kesgrave, then what type is needed. The responses were divided into type of dwelling, particular housing needs and dwelling size. These are further analysed by significant age groups, from 25-44, 45-64 and 65+. In total, there were 686 respondents, with the majority of respondents (42%) from the 45-64 year old cohort.
- 2.2. Figure 1 below shows type of dwelling preferred by particular age groups. It is clear there is a high percentage of respondents who considered that bungalows are most needed in Kesgrave, with almost 50% of over-65s stating this. Semi-detached properties was also a popular response but with younger age groups - 45% of 25-44 year olds identified this. Flats was the least popular response with all groups but lowest amongst over-65s, with only 12% stating this was needed.

Figure 1: Type of dwelling



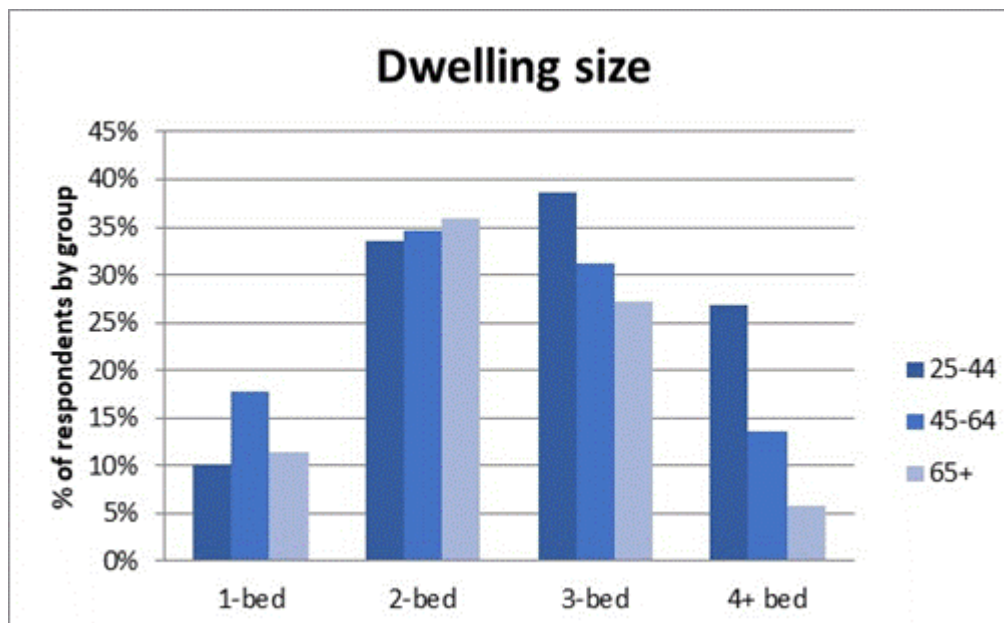
- 2.3. It should be borne in mind that, in responding to such questions, it is not possible to know the extent to which a respondent is thinking about their own needs, either now or in the future, or the wider needs of the community as far as they are aware of them.
- 2.4. Figure 2 shows which specific types of housing respondents felt are most needed in Kesgrave. This shows that affordable housing provided by housing associations made up the majority of responses by over-65s, at 38%. Younger people make up a smaller number of responses overall, but 21% of 25-44 year olds felt that affordable housing is most needed.

Figure 2: Particular housing needs



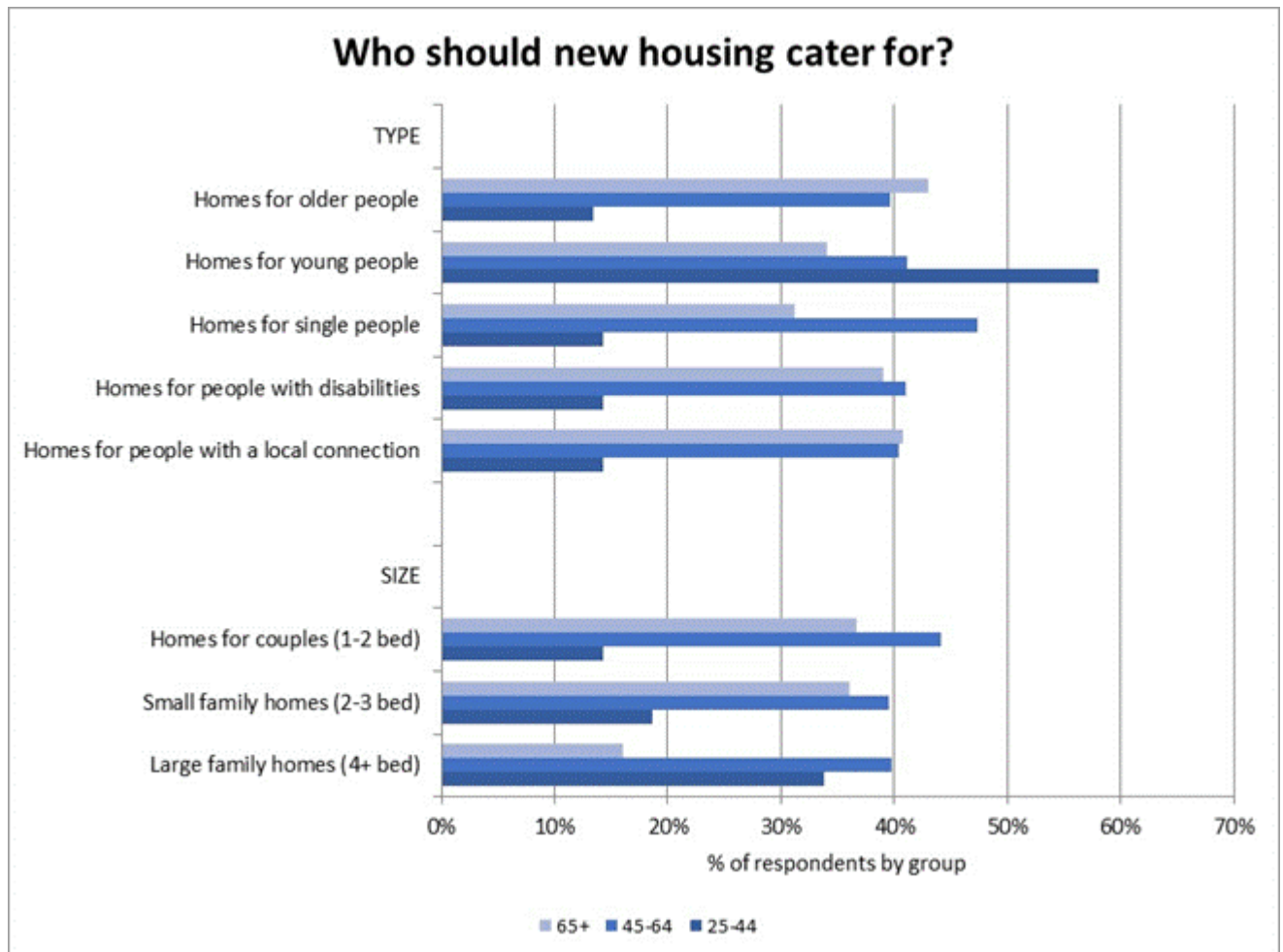
- 2.5. Figure 3 shows the dwelling size that is preferred by each group. 2-bed and 3-bed dwellings make up the majority of what most respondents feel is needed. On average around 72% of all 25-44 year olds stated a need for either 2-bed or 3-bed dwellings. 4-bed dwellings were identified as a need by far more younger adults (25-44 year olds) than older people. The lowest identified need was for 1-bed dwellings, although nearly 18% of 45-64 year olds stated that there is a need for such properties. This is interesting because the smallest properties are not predominantly occupied by people in the 45-64 year age bracket. This suggests a wider consideration of community housing need, rather than necessarily individual need.

Figure 3: Dwelling size



- 2.6. Question 8 sought to better understand the profile of household need. Figure 4 shows, perhaps unsurprisingly, that the most popular response from 25-44 year olds was a need for housing that caters for the needs of young people (58% of respondents in that age category). Somewhat of a contradiction is that a low percentage (14%) of this same age group considered there to be a need for homes for single people or couples. A far greater proportion (34%) saw a need for large family homes (4 beds or more), perhaps suggesting that they are thinking about their own needs in the future, i.e. this is not a specific need they have at present. Another unsurprising trend is the low proportion of over-65s stating a need for large family homes (16%). Moreover, near 40% of over-45s considered there was a need for more homes suitable for older people.

Figure 4: Who should new housing cater for?

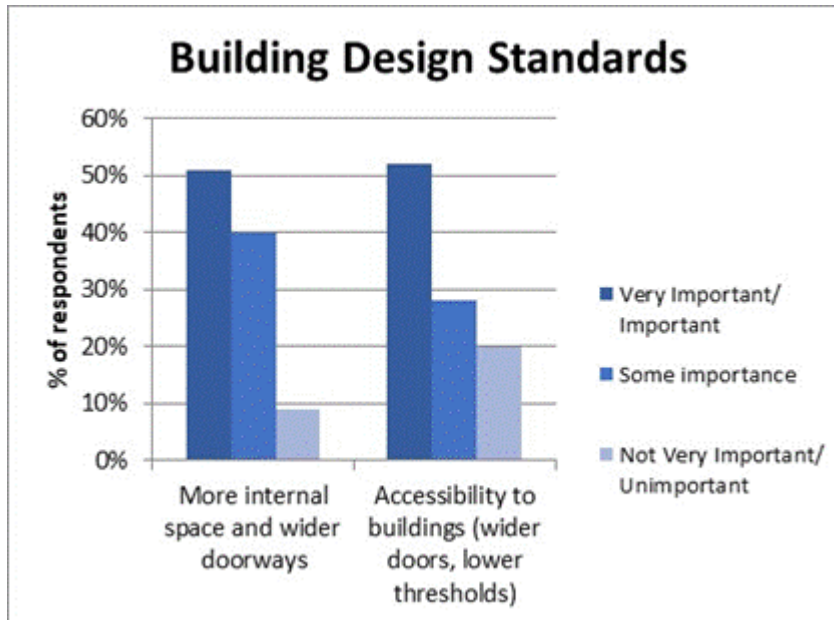


- 2.7. These responses suggest that, in the main, most people are considering what their own needs are, rather than what wider needs there might be, i.e. are very subjective according to age. Nevertheless, if one assumes that most people wish to stay living in their community as their needs change, this is a useful guide as to the type of housing needed. For people of retirement age, the predominant need is for affordable bungalows and sheltered housing, typically 2 or 3 bedrooms in size. For young adults aged 25-44 years old, the primary need is for semi-detached and detached dwellings, many of which would be at least 4 bedrooms in size.

Building design and standards

- 2.8. Question 9 addressed particular design needs of new housing. Figure 5 shows that, for 50% of respondents, both internal space and accessibility to buildings are either very important or important. 20% of respondents stated that accessibility was either not very important or unimportant, whereas the equivalent for more internal space was just 9%.

Figure 5: Building design standards



- 2.9. Both categories are quite similar in wording in the survey, as they similarly infer the need for wider doorways, whereas accessibility to buildings alludes to the exterior rather than interior of buildings. Therefore, internal space and accessibility to buildings are both of high importance with regards to building design according to residents of Kesgrave.

Parking

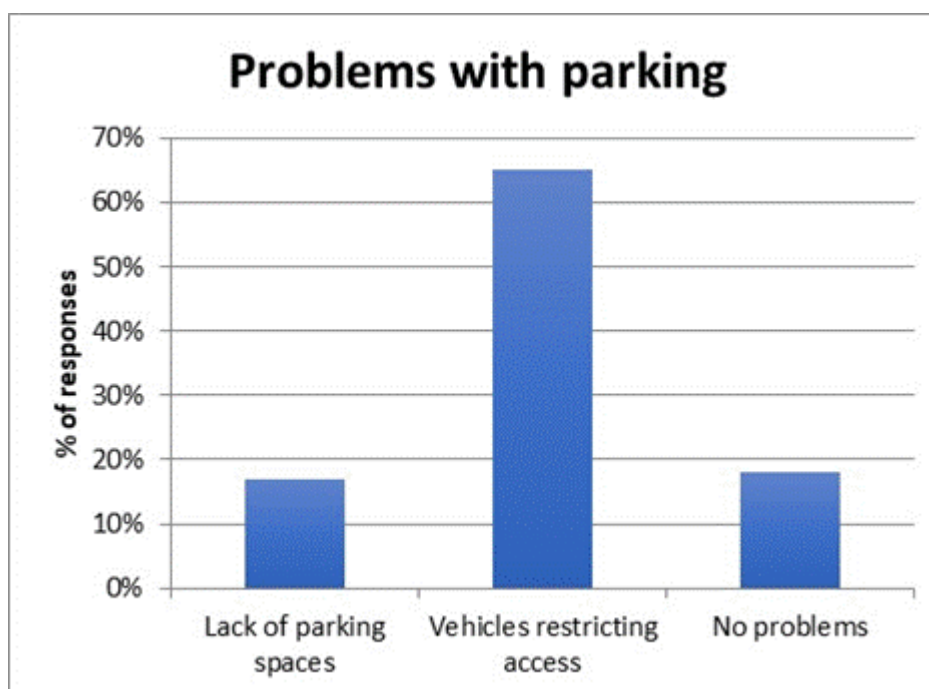
- 2.10. Questions 26 and 27 asked about respondents' parking needs and availability. Figure 6 graphs the parking need in Kesgrave against the parking availability. It shows clearly that almost 90% of respondents usually have a need to park either 1 or 2 vehicles outside their homes. However, this need is not being met off-road, as only 55% of respondents say they have access to this amount of off-road parking space. By contrast, the availability of off-road parking for those wishing to park 3 or 4 vehicles exceeds the need in Kesgrave. Whilst larger houses have a considerable amount of off-road parking available to them, this suggests that smaller households living in smaller houses are more likely to have to park more vehicles on the street outside their properties. This does not necessarily mean that they don't have access to off-road parking spaces, simply that they choose not to use them; garages are a common example of parking spaces that are used for other things such as storage. Therefore many people may consider that such spaces are not 'available' to them.

Figure 6: Parking need vs parking availability



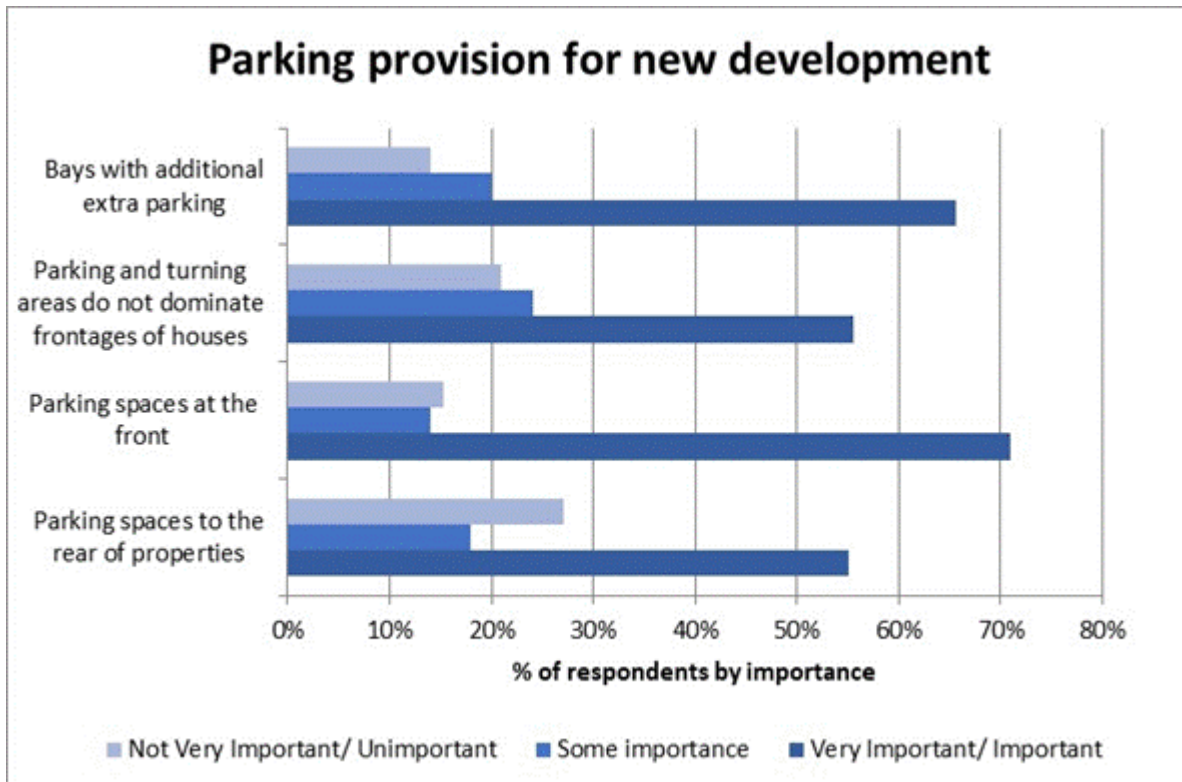
- 2.11. Question 28 followed this up by asking whether there were certain specific types of parking problem that were being experienced in Kesgrave. Figure 7 shows that nearly 2/3 of respondents identified the issue of vehicles restricting access (blocking entrances, pathways and grass areas) as a problem. Whilst Figure 6 shows that many people in smaller houses have to park on the road, only 17% of respondents to Question 28 felt that there was a problem with a lack of parking spaces. There were approximately 60 individual comments made, with half of these relating to vehicles blocking entrances. Other comments raised included traffic, parking in dangerous locations, speeding and problems related to the school run and rush hour.

Figure 7: Problems with parking



- 2.12. Question 9 explored what types of parking provision were needed to serve new development. Figure 8 shows that a high proportion of respondents considered all four possible options as either being very important or important. Of these, parking spaces at the front of new developments is supported the most, with 71% of respondents stating this aspect as being very important or important. Parking spaces to the rear of properties had slightly lower levels of support, with 27% of respondents considering this to not be important.

Figure 8: Factors important in respect of new buildings



- 2.13. Question 29 considered whether particular types of parking control were needed in Kesgrave. Figure 9 shows the forms of parking control that residents of Kesgrave feel should be introduced. More than half of respondents stated that double yellow lines should be used, with nearly 1/3 considering residents-only parking as an option.

Figure 9: What forms of parking control should be introduced?



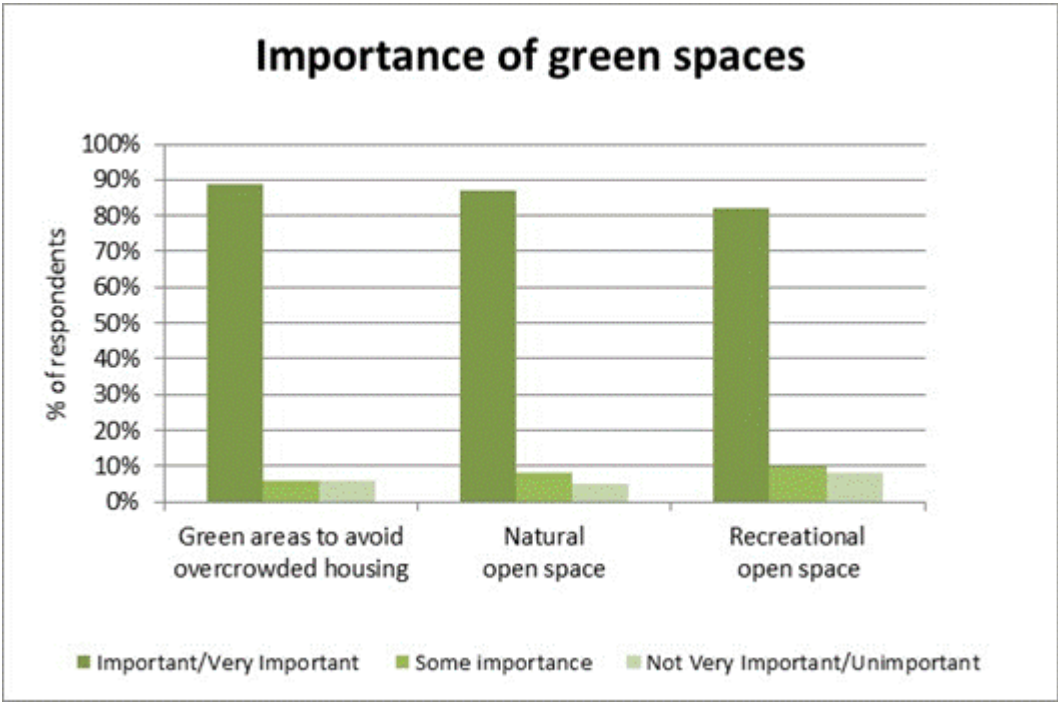
- 2.14. Parking is an issue in Kesgrave and a considerable number of people consider that solutions need to be provided. Whilst people commonly prefer to park their cars at the front of properties, a good number of smaller existing properties require people to park on the street and vehicles blocking access is seen as a significant issue. This suggests the need for more creative parking design solutions – coupled with parking restrictions – at the front of properties if this is to avoid creating access problems in new developments.

3. Environment

Green Spaces

- 3.1. Question 9 assessed how important green spaces are. Figure 10 shows that unsurprisingly over 80% of respondents stating that all the options are either important or very important.

Figure 10: Importance of green spaces

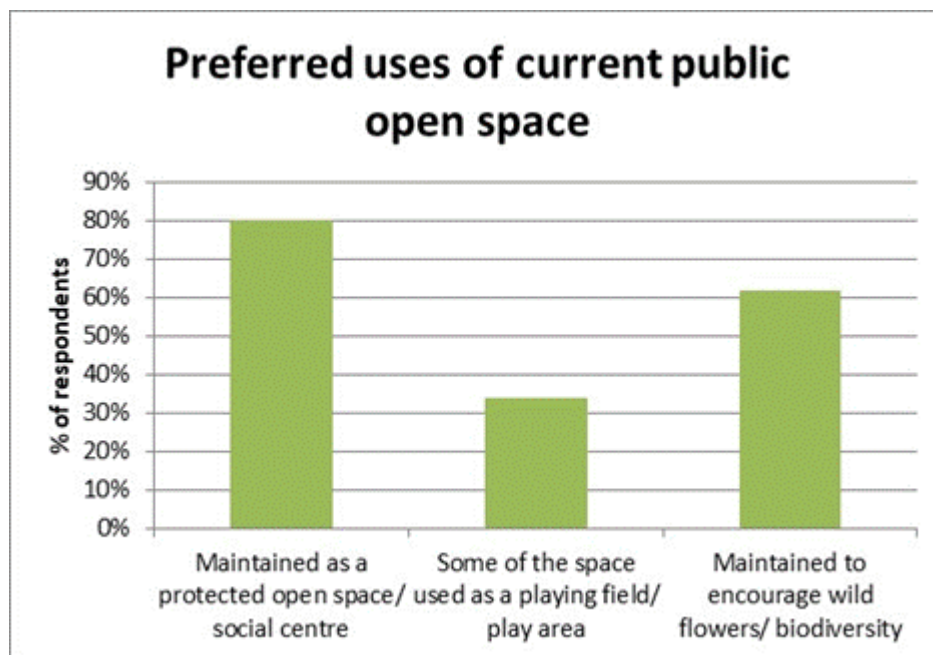


- 3.2. The responses from the survey suggest that residents of Kesgrave place high importance on all types of green spaces.

Potential Use of Green Space

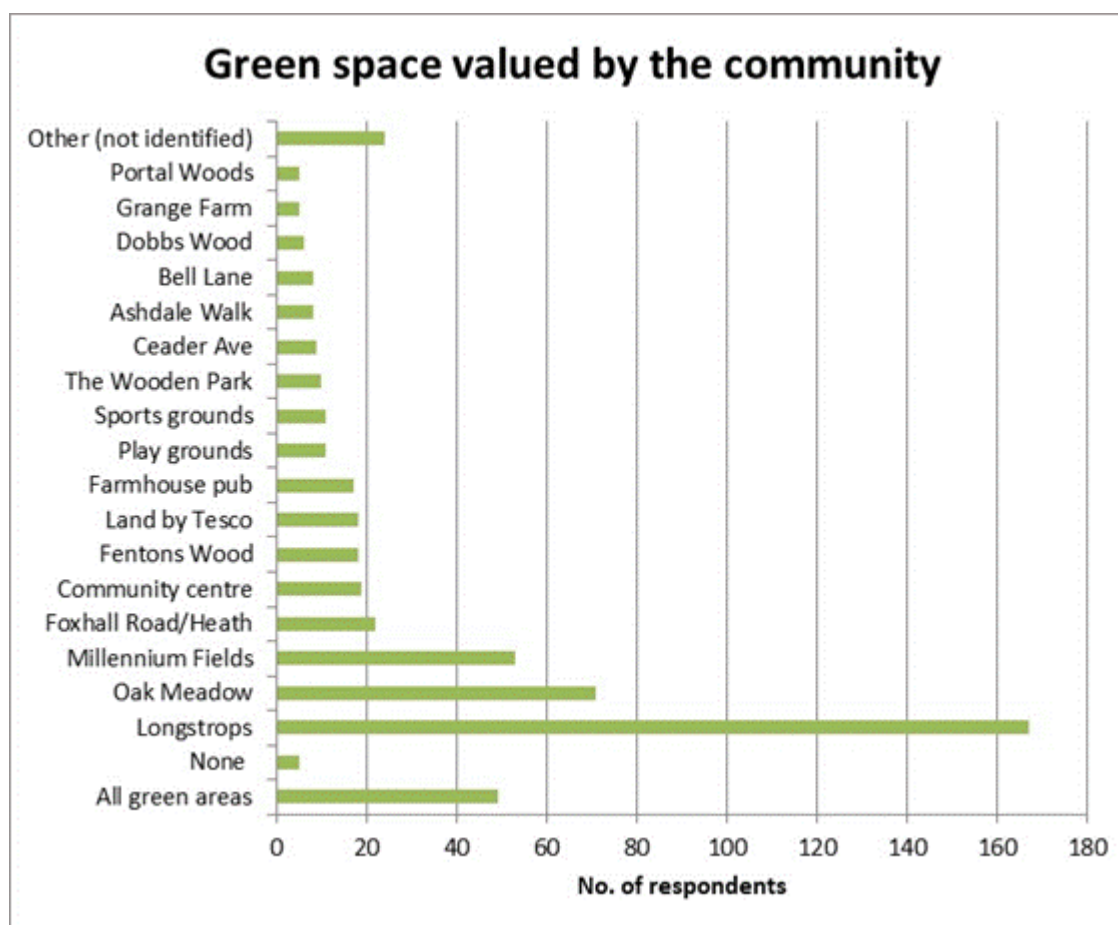
- 3.3. Question 18 asked what uses could be made of the current public open space in Kesgrave. Figure 11 shows that the most popular option is to maintain the protected open space (80% of responses). Furthermore, 62% of respondents felt that open space should be maintained in order to encourage wildflowers and biodiversity whereas only 1/3 wanted existing green open space to be used as playing fields or play areas.

Figure 11: Uses of current public open space



- 3.4. Comments mentioned various natural uses like tree planting, a pond or woodlands. A few comments specifically mention facilities for pensioners and dog walkers.
- 3.5. Question 11 asked respondents to nominate a piece of green space that they considered to be of value to the community. This was an open question (i.e. no options were offered), and so textual analysis was carried out of the 536 responses. Figure 12 shows that Longstrops was mentioned by far the most times, with 167 respondents identifying it in the comments (31% of total responses). Oak Meadow and Millennium Fields were also identified by significant numbers of respondees. The names and variety of places is very broad, including Fentons Wood, land by the Farmhouse Pub and the Wooden Park. It is also notable that 49 responses mentioned the importance of all green spaces, with no specific name of a piece of land in particular.

Figure 12: Green spaces valued by the community

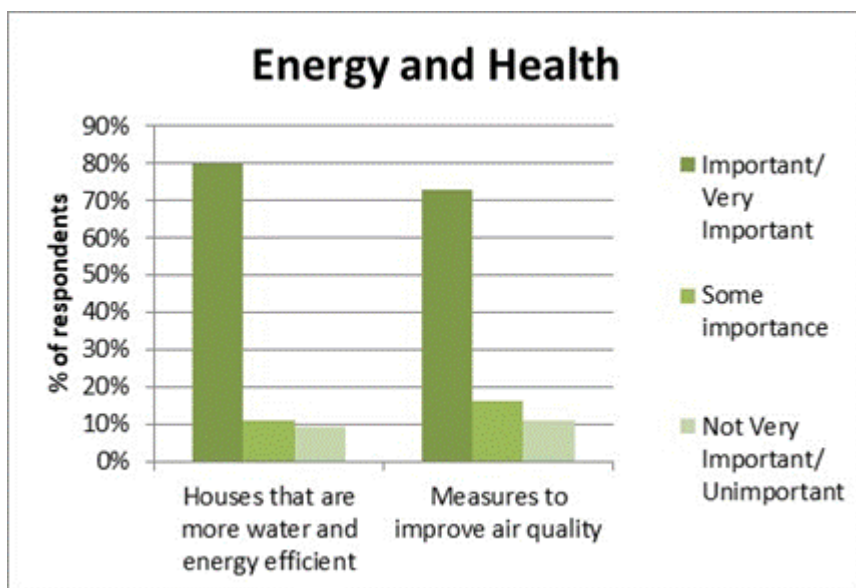


- 3.6. These responses suggest that residents of Kesgrave generally like the existing open spaces as they are, with the focus being on their maintenance. This is supported by the fact that there were fewer positive responses to using spaces as a playing fields or play area, as this could perhaps disturb and destroy the existing space. Longstrops is clearly the most important green space in Kesgrave.

Energy and Health

- 3.7. Question 10 and some of the specific responses to Question 9 assess the importance of reducing energy through building design standards. Figure 13 shows that both efficiency of water and energy is of high importance, with 80% of respondents identifying this as either being very important or important. Measures to improve air quality were identified as important but had a slightly lower proportion considering this to be either being very important or important than water/energy efficiency.

Figure 13: Importance of energy efficiency and air quality



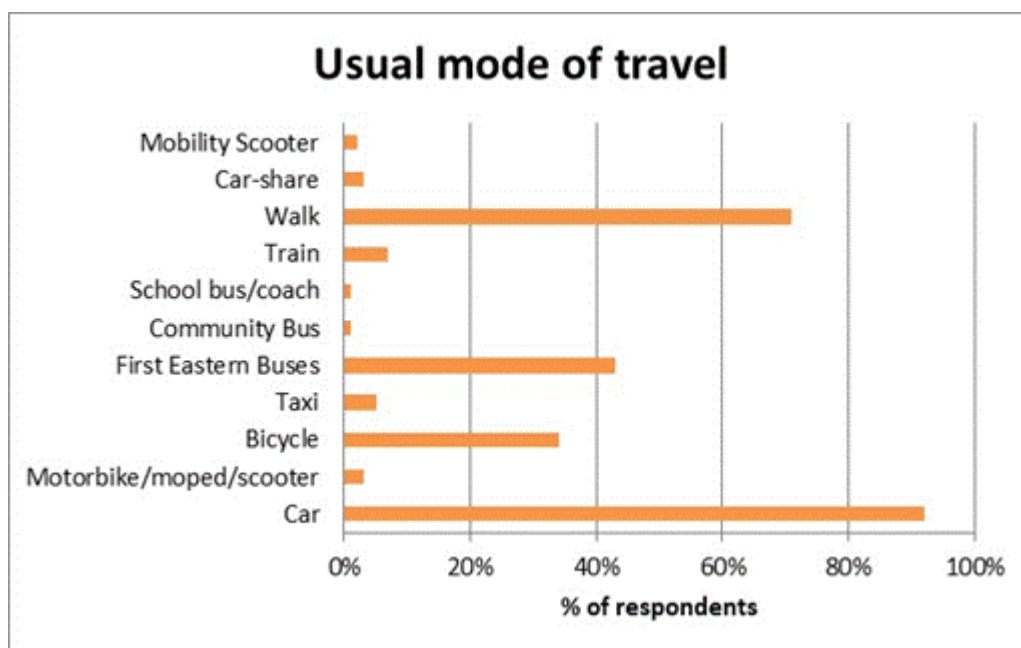
- 3.8. The responses from the survey suggest that residents of Kesgrave place high importance on energy and resource efficiency in their homes and well as health-related environmental factors such as air quality.

4. Transport

Mode of travel

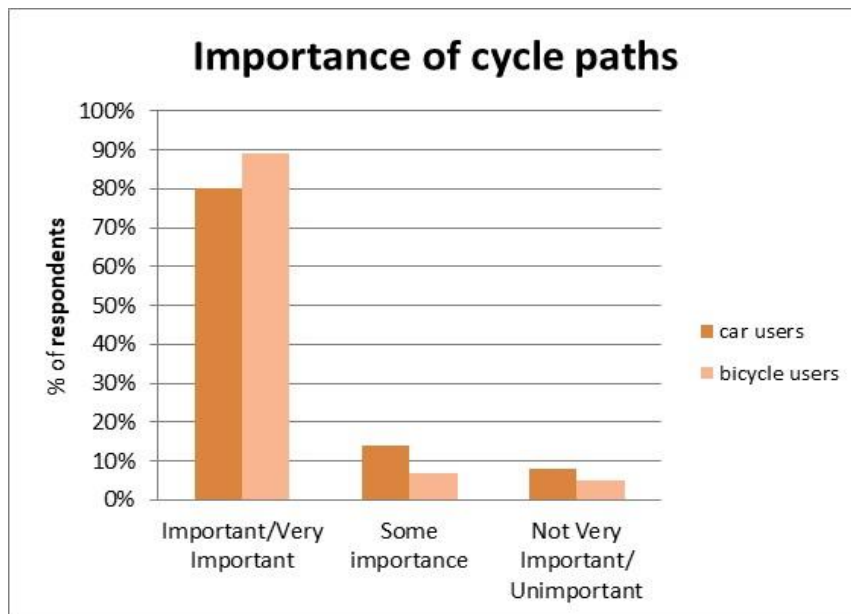
- 4.1. Question 31 asked about respondents' usual modes of travel, with respondents able to provide more than one response. There was no guide given to respondents as to what level of use constitutes 'usual'.
- 4.2. Figure 14 shows that for over 90% of people, cars are a usual mode of travel in Kesgrave. A significant proportion (70%) walk, with considerable numbers also using buses and cycling.

Figure 14: Usual mode of travel



- 4.3. Question 10 also asked how important certain matters are when considering new development. Figure 15 shows that cycle paths were considered to be very important to both car and bicycle users (as a usual mode of travel), with at least 80% of both types of user stating this. Perhaps as expected, bicycle users placed slightly more importance on cycle paths, with 90% of respondents stating that cycle paths were important.

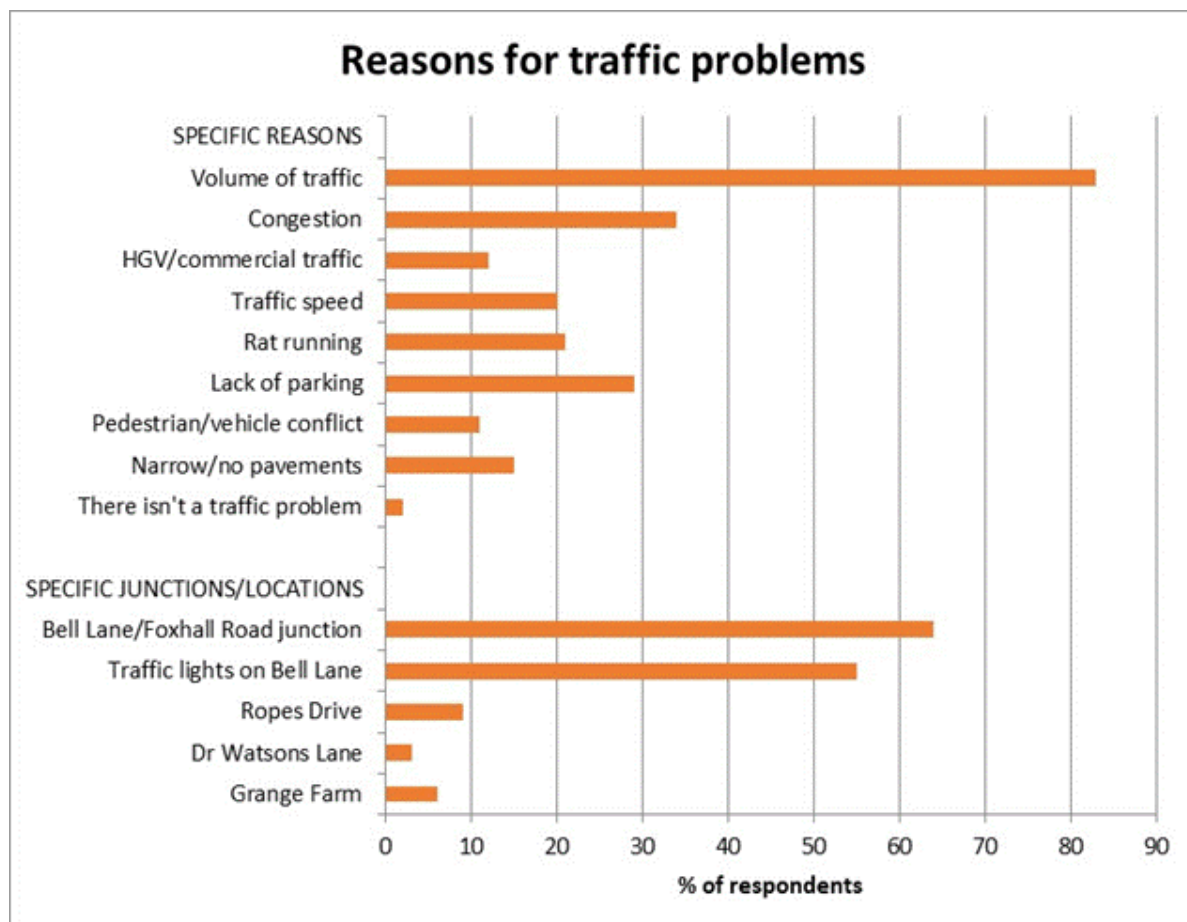
Figure 15: Importance of cycle paths



Existing Road Network

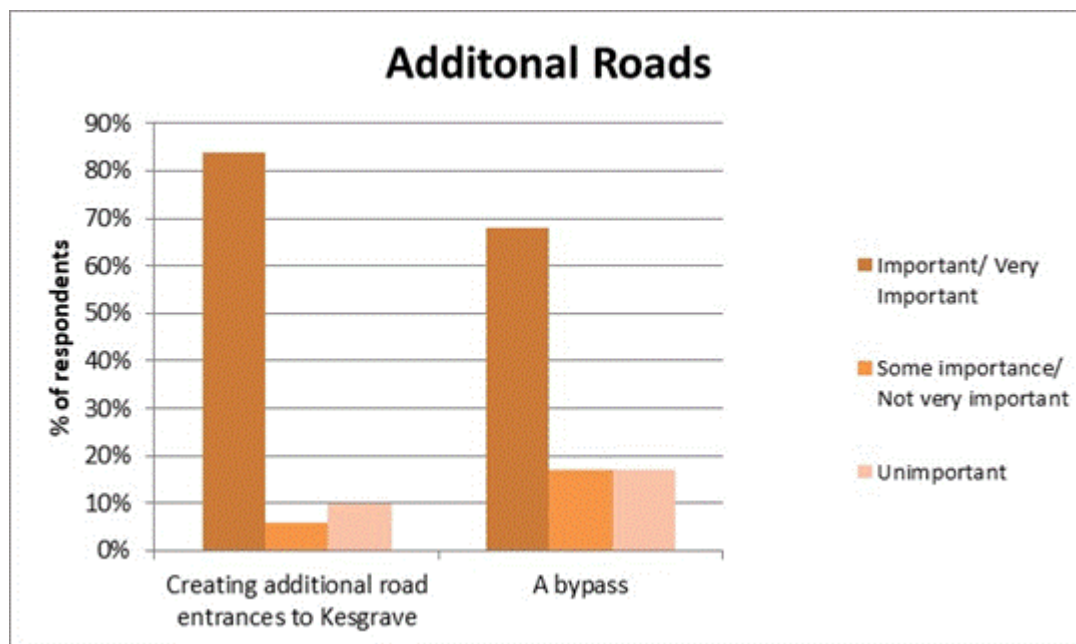
- 4.4. Question 25 asked respondents to consider what they believe to be the causes of traffic problems in Kesgrave. Respondents could answer from more than one option and the question had a high response rate, with over 751 people providing at least one answer.
- 4.5. Figure 16 divides the responses into two themes: specific reasons for traffic problems and specific junctions or locations where problems are worst. Unsurprisingly, the volume of traffic was the biggest concerns, with over 80% of residents highlighting this. A common free text response provided was the lack of parking, with this mentioned by 29% of respondents.
- 4.6. In respect of particular junctions, the Bell Lane/Foxhall Lane junction and the traffic lights on Bell Lane were the two most common problem locations identified, although a significant factor in this could be because these were specific options presented in Question 25. Other locations identified in free text responses were Ropes Drive and Dr Watsons Lane.

Figure 16: Reasons for traffic problems



- 4.7. Question 10 asked about the importance of road-based provision when considering new development. Figure 17 shows that both creating additional road entrances and a bypass are popular options with residents. In particular, creating an additional road entrance to Kesgrave was stated as either very important or important by 84% of total respondents.

Figure 17: Importance of additional roads in Kesgrave



- 4.8. Question 30 asked about the preferred location for an additional (third) road exit from Grange Farm. Given how many respondents identified the importance of creating additional road entrances, this is a relevant question. This was also presented as an open question. Figure 18 shows that 35% of responses mentioned Bell Lane, with many stating that more vehicles should be accommodated on Bell Lane by either adapting or removing the bus lane. The second most popular option, with 30% of respondents mentioning it, was an exit from Foxhall Road, which runs south of Kesgrave to join the A12. Dobbs Lane runs to the east of Kesgrave and 20% of respondents mentioned this as being the best location to locate a third exit from Grange Farm.

Figure 18: Best location for a third road exit from Grange Farm

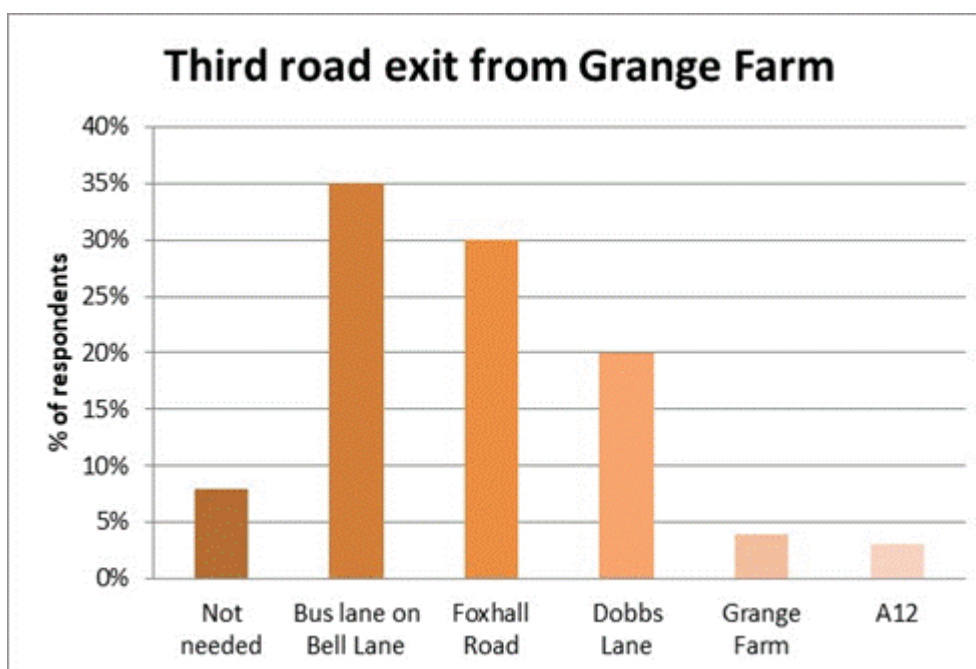
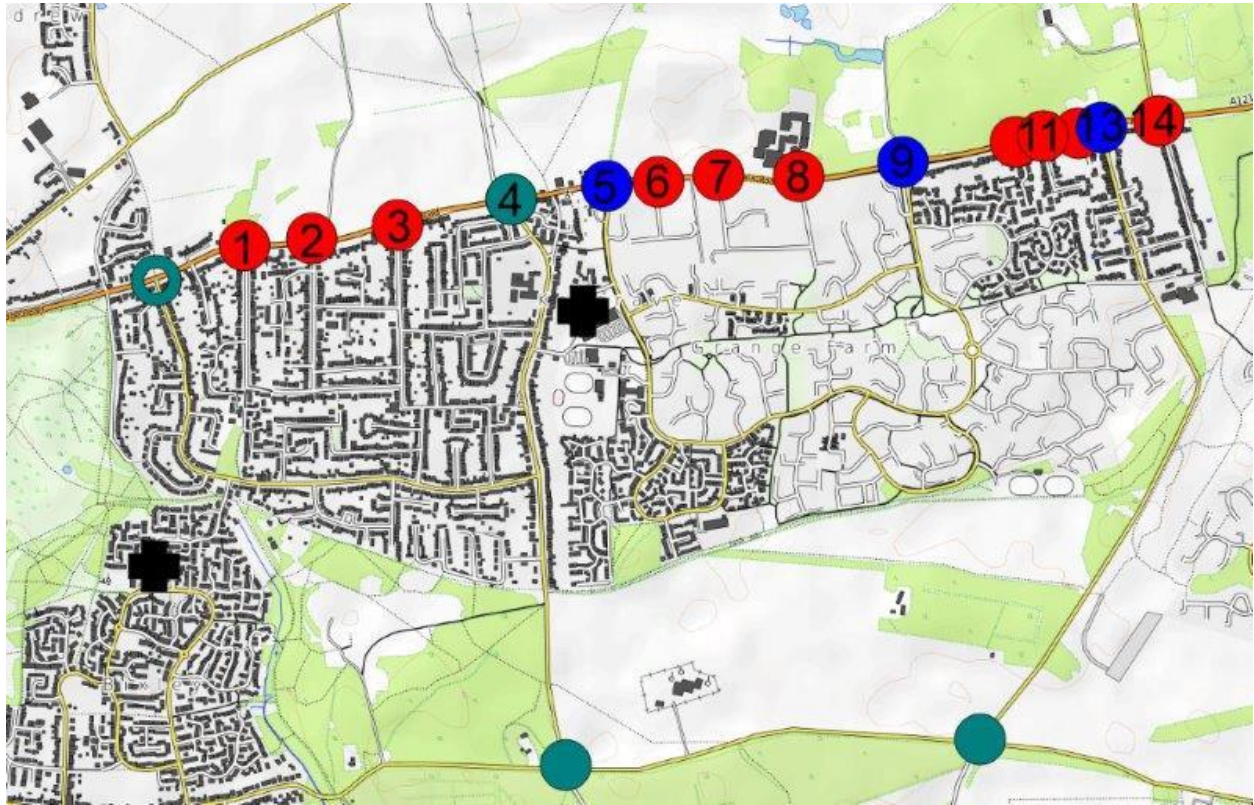


Figure 19 shows the location of these exits (Bell Lane is no. 4, the two possible exit points to Foxhall Road are identified in the non-numbered circles to the south and Dobbs Lane is number 13), along with the other possible options identified.

Figure 19: Preferred locations for a third exit from Grange Farm



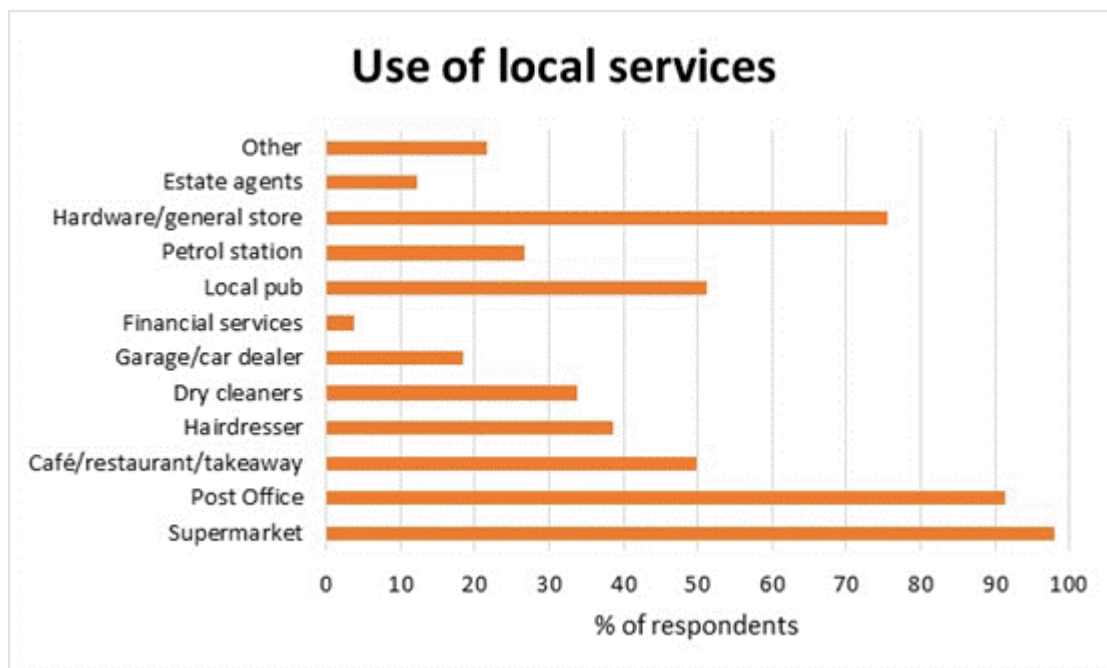
- 4.9. The data shows that people consider it important to add additional road capacity to and from Kesgrave in order to reduce traffic and congestion. Creating additional road entrance is of high importance to the residents in Kesgrave. Although bus users make up 43% of respondents, the predominance of car use as a stated 'usual' mode of travel is clear because many respondents felt that the bus lane should be removed to ease congestion, with this likely to result in a lower quality of bus service.

5. Retail

Local shops and services

- 5.1. Question 12 asked respondents whether they used certain local services. 98% reported using the supermarket, 91% said they use the Post Office and 76% said they the hardware/general store. Local pubs and restaurants were reported to be used by about half of respondents, indicating high levels of local usage of these shops and services.

Figure 19: Use of local shops and services



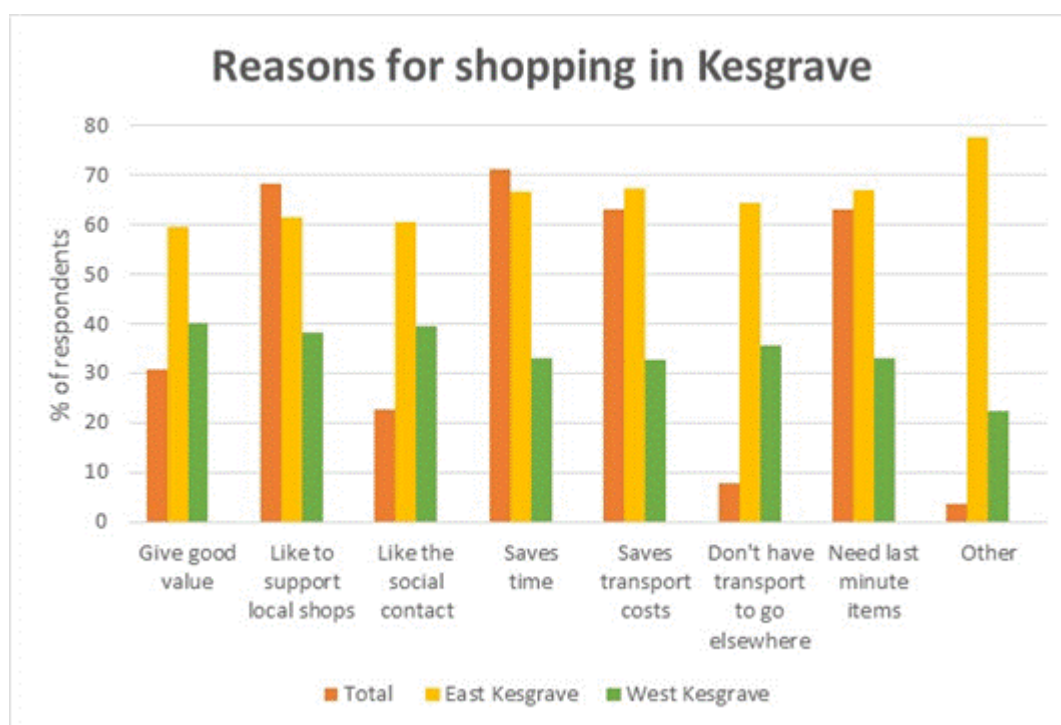
- 5.2. Hairdressers (39%), dry cleaners (34%), the petrol station (27%), and garages or dealerships (18%) are used by notably lower – if significant - proportions of local residents. 20% of respondents also selected 'other' shops that they used, with many comments citing charity shops, chemists, the butchers, and the market.

Shopping in Kesgrave

- 5.3. Question 13 asked respondents to state the reasons why they usually shop in Kesgrave. This was broken down into respondents from East Kesgrave and those from West Kesgrave to see whether where people lived within the Neighbourhood Area had an impact on responses. Broadly, there were twice as many responses from people in East Kesgrave than in West Kesgrave so, for response levels to be similar, one would expect a 67:33 split between East and West Kesgrave.
- 5.4. Of the responses selected, most related to time saving (71%), a wish to support local shops (68%), the lower transport costs (63%) and the need to buy last-minute items (63%). Each of these overall levels of response were higher from residents of East Kesgrave, with responses from West Kesgrave comprising no more than 40% support for these particular factors. Based on the higher number of responses from East Kesgrave residents, this does not show any significant difference by location.

- 5.5. Time saving was the most important factor cited by respondents. Again, there was no difference by residential location. Comments relating to saving time cited traffic delays when driving elsewhere (e.g. Ipswich).
- 5.6. Supporting the local community was identified as being almost as important. Slightly higher proportions of those in West Kesgrave (38%) cited this than East Kesgrave (32%) but not to a significant degree. Comments supported this, emphasising the community value and experience of walking to local shops.
- 5.7. Saving on transport costs and convenience for last-minute items made up the next most important elements of shopping in Kesgrave for respondents. Again, there was a 67:33 split of respondents between East Kesgrave and West Kesgrave citing these factors, demonstrating that there was no difference by location.
- 5.8. A noticeably smaller number of respondents identified that local shops give good value, being much less than half of those citing other factors, including the general wish to support local shops. The split of those citing this factor between East and West Kesgrave was more even, but still 60:40 in favour of East Kesgrave. This does therefore suggest that this is slightly more important to people from West Kesgrave but not to a significant degree.
- 5.9. A notable minority of respondents (8%) cited having no transport to go elsewhere. This is shown in Figure 20.

Figure 20: Reasons for shopping in Kesgrave



- 5.10. A small proportion of comments specified using cars less and reducing carbon footprint as a reason for shopping locally. A larger proportion of comments mentioned walking to local shops, reflecting the number of respondents who recorded reasons of time saving, convenience and saving on transport costs. Proximity, convenience and the community experience together seem to be large reasons for local shopping – significant enough that the perceived value of goods sold in local shops is less of an issue than transport costs incurred by shopping elsewhere.

Shopping away from Kesgrave

- 5.11. Question 14 asked respondents the reasons why they usually shop away from Kesgrave. The ease of parking was the most common reason cited (56% of respondents), followed by there being greater choice elsewhere (48%). Other reasons were cited much less frequently but included goods being cheaper elsewhere (22%) and convenience for places of work or child's school (20%).
- 5.12. As with responses to Question 13, there was no difference by where people lived (East or West Kesgrave).
- 5.13. This is shown in Figure 21.

Figure 21: Reasons for shopping away from Kesgrave



- 5.14. A notable proportion of comments regarding choice specifically cited the presence of larger supermarkets such as Tesco and Sainsbury's as the reason they shopped elsewhere. This is useful in concluding that the most likely mode of travel to shopping destinations outside of Kesgrave is by driving a car, as well as in explaining the ease of parking as a common answer among all respondents.

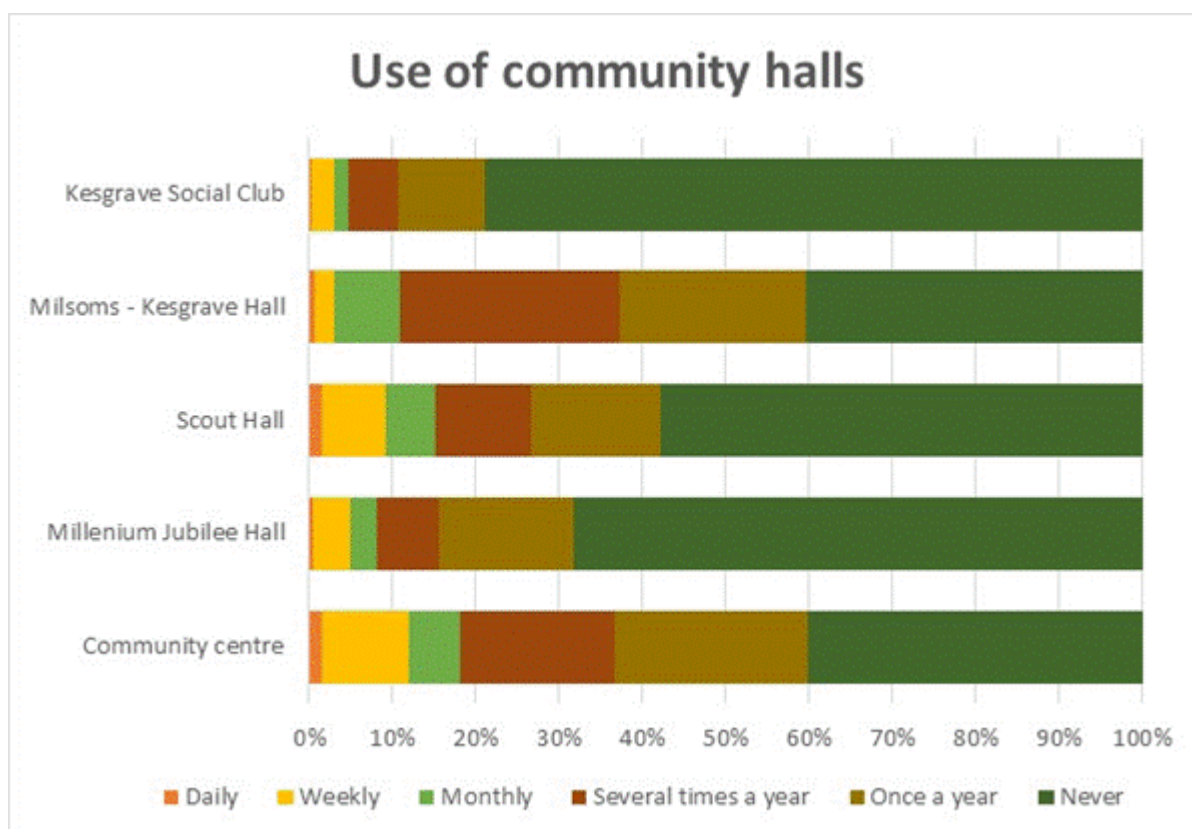
6. Community infrastructure

- 6.1. Question 15 asked respondents how often they used community amenities in Kesgrave. The response rate varied by amenity, with the highest number being recorded for the Community Centre at 683 respondents or 91%. Except for the 'other' category, the lowest number of responses were recorded for the teen shelter at 82%, still a higher proportion.

Use of existing community buildings

- 6.2. Of the publicly accessible community facilities, the Community Centre and Milsoms Kesgrave Hall had the highest number of respondents attending often (i.e. daily, weekly, or several times a year), both at 37%. The Community Centre was used the most regularly, with 12% using it at least weekly. Milsoms Kesgrave Hall, by the nature of the facilities there, sees more semi-annual and annual users. This indicates that the Community Centre is the most frequently used everyday venue.
- 6.3. Scout Hall is used next most used, with around 27% of respondents using it at least several times a year. Millennium Jubilee Hall and Kesgrave Social Club are used less frequently, but still more than 20% of respondents use both of them at least once a year.
- 6.4. This is shown in Figure 22 below.

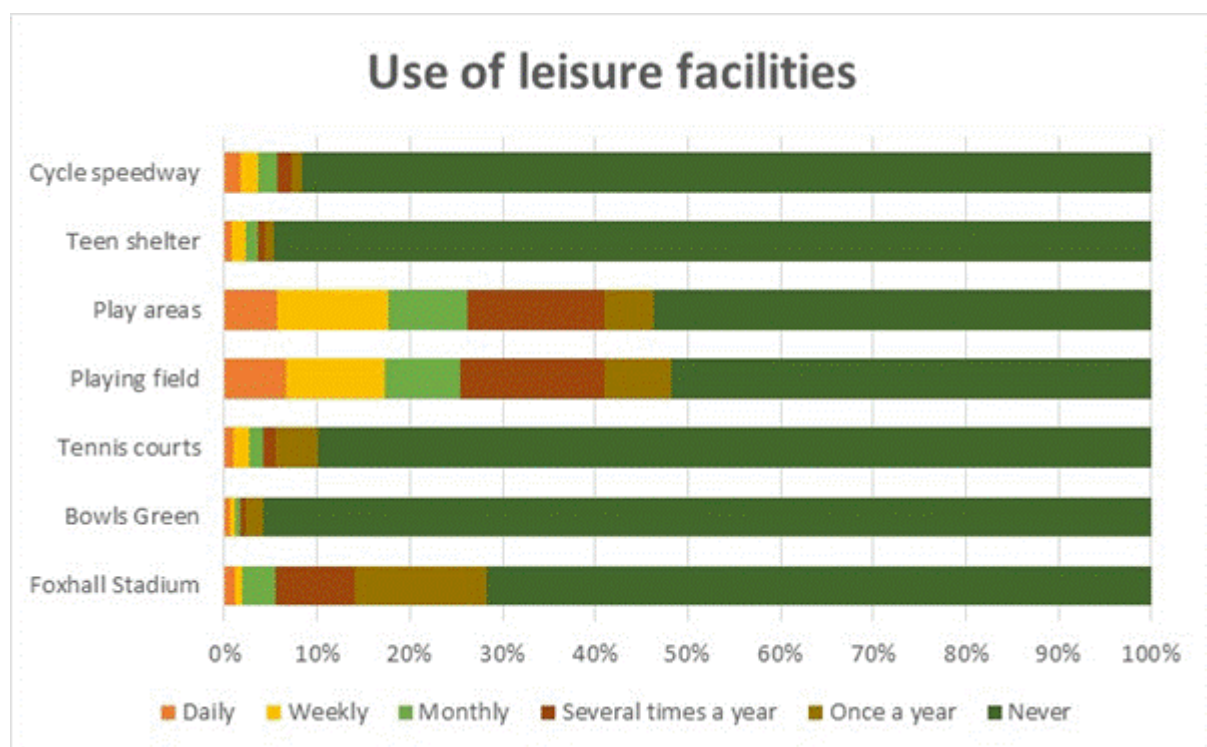
Figure 22: Use of publicly accessible facilities



Use of existing leisure/play facilities

- 6.5. Of the publicly accessible leisure and play facilities, the playing field and play areas had the highest levels of attendance. Both had similar levels of respondents (around 40%) who attend often, as well as those who visit once a year. The bowls green and the teen shelter are the least frequently used community facilities, with around 95% of respondents stating that they never attend. Given the narrower target market for these particular activities, this is perhaps not surprising.
- 6.6. Indeed, the proportion of respondents who frequently use facilities was lower (around 10% each) for more specific activities, like tennis, cycling and bowls; these leisure facilities saw the highest proportion of residents reporting never using them. This is also reflected in the more evenly distributed frequency of attendance seen for more general open and play areas, as these areas appeal to a wider variety of users. Foxhall Stadium saw similarly low levels of respondents who often attended, but more who attended once a year in line with the use of the facility for large events.
- 6.7. This is shown in Figure 23 below.

Figure 23: Publicly accessible leisure facilities



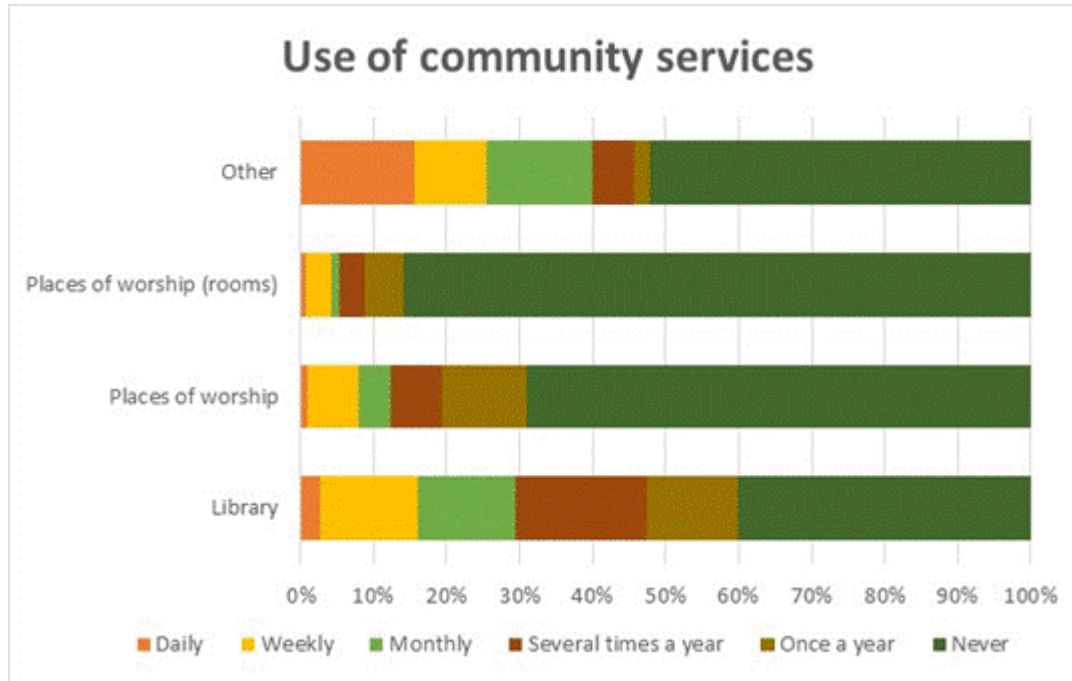
Use of existing community services

- 6.8. Of the publicly accessible community services, Kesgrave Library is in line with the Community Centre as one of the most often attended by respondents (nearly 45%). The frequency of its use is relatively evenly distributed between weekly, monthly, semi-annual, and annual users, suggesting that it serves a variety of users in Kesgrave.
- 6.9. Places of worship are visited by around 31% of respondents, of whom a majority visit once a year (12%). Associated rooms of worship are used by 14% of respondents at least once a year.
- 6.10. 12% of respondents to Question 15 said they used another facility not listed as an option, with 40% of these people saying they attend such facilities at least monthly. Comments were varied and included

several references to weekly child centre use, local pubs, gyms and other outdoor activities like local walks.

6.11. This is shown in Figure 24.

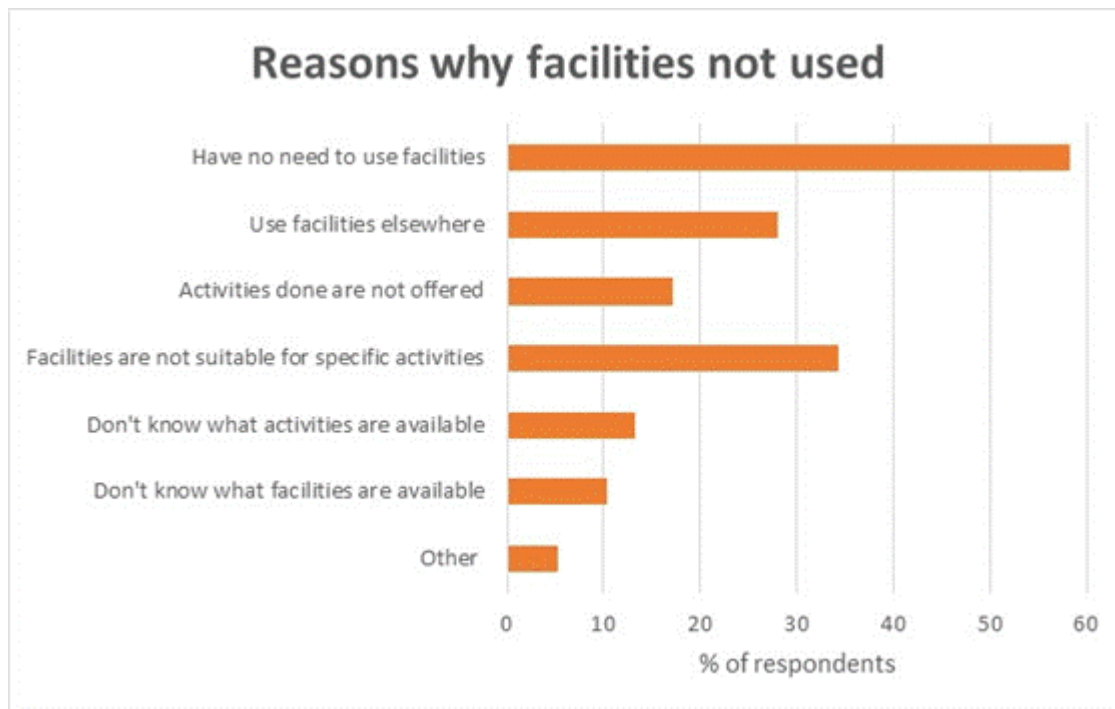
Figure 24: Publicly accessible community services



Why people don't use facilities

- 6.12. Question 16 asked why respondents didn't use the existing community facilities. At nearly 60%, a majority of respondents reported having no use for the facilities in question. A further 34% said the facilities were not suitable for what they do and 28% said they use facilities elsewhere.
- 6.13. Comments frequently mentioned utilising swimming facilities elsewhere, e.g. Ipswich. Others commented on the cost and the need for a subscription at some facilities like Kesgrave Social Club and club-focused sports centres, which don't cater to casual users, as reasons why they didn't use them.

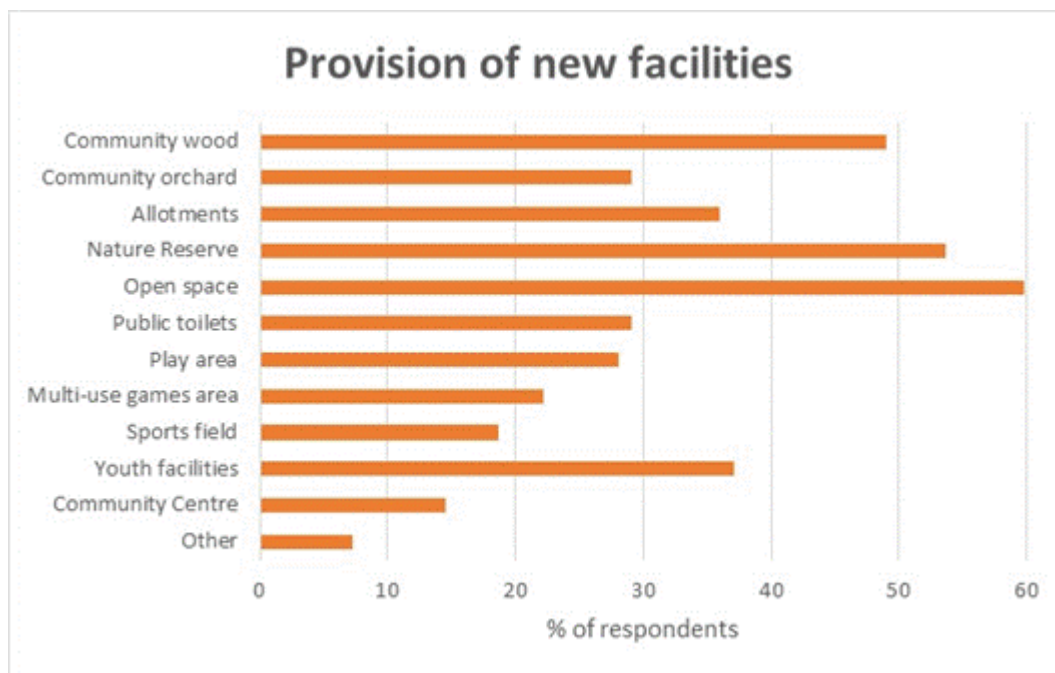
Figure 25: Reasons for not using community amenities



What new provision should be made

- 6.14. Question 17 asked whether land or buildings should be purchased or adopted to provide additional local amenities. Nearly 60% of respondents thought more green space should be provided, with 54% identifying a nature reserve, 49% a community wood and 37% allotments. Comments frequently requested the development of a swimming pool and cinema, in line with comments indicating that these are activities which people currently take part in outside of Kesgrave.
- 6.15. Nearly 30% of respondents think that public toilets should be provided. There is also demand for more specific recreational uses; most commonly cited were youth facilities (37%), a play area (28%), a games area (22%) and sports fields (19%).

Figure 26: Desired amenity provision



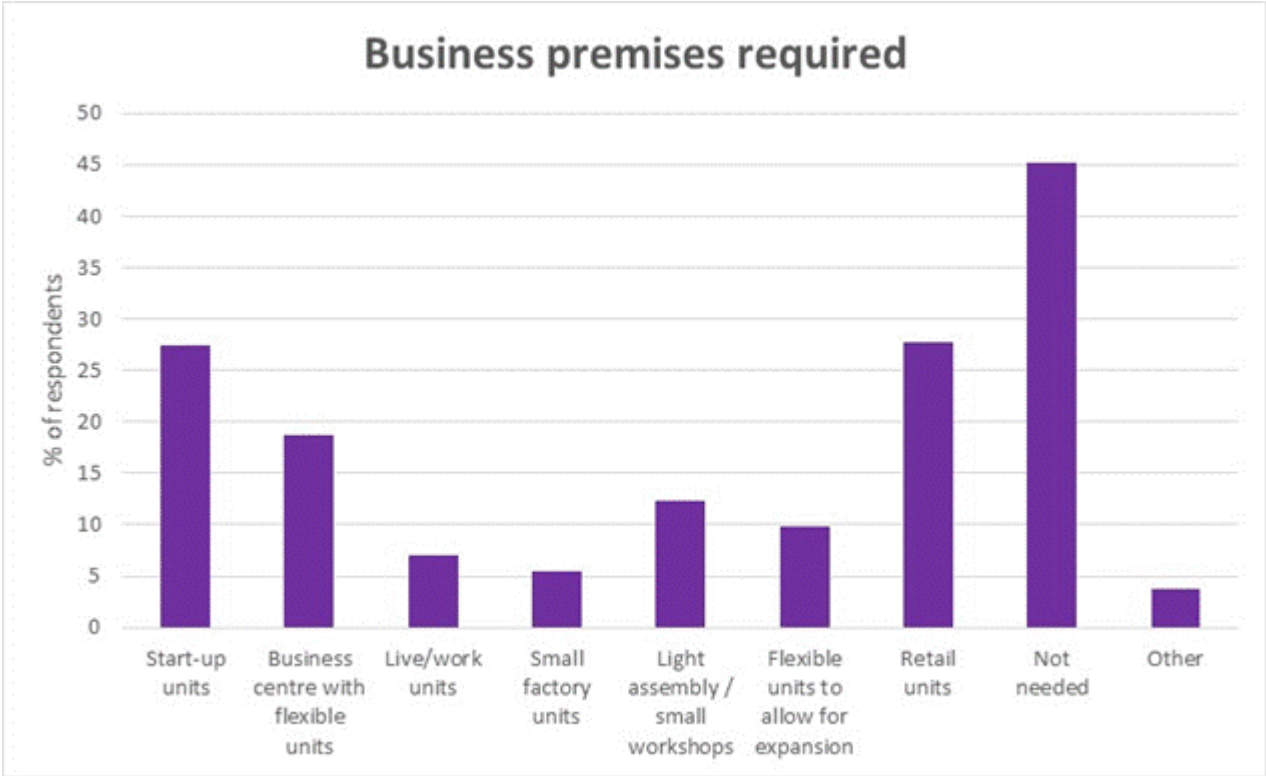
- 6.16. Question 18 asked respondents what uses could be made of the current public open space in Kesgrave. Most wish to see it protected as an open space and social centre (80% of respondents), with over 62% of respondents also wishing it to be maintained to encourage biodiversity and wildflowers. A lower proportion of respondents (34%) wish to see the space used in part for playing fields and play areas.

7. Business and employment

Commercial needs to serve Kesgrave

- 7.1. Question 23 asked respondents what types of business properties people think are needed in Kesgrave. The question had only 325 responses, much less than half of those that took part in the survey in total. This suggests that matters relating to commercial activity in Kesgrave are less important to its residents than the other matters addressed in the survey.
- 7.2. The highest proportion of these responses indicated that further business space is not needed in Kesgrave (45% of respondents). Of those that responded indicating that there was a need for business space in Kesgrave, 28% identified a requirement for more retail units, 27% identified start-up commercial units for small businesses and 19% identified a need for flexible units in a business centre/co-working space.
- 7.3. There were a small number of specific comments on this question, but the majority of those who did provide a comment stated that they would like to see a new restaurant, café or pub in Kesgrave.

Figure 27: Business needs in Kesgrave



8. Next steps

- 8.1. There has been a wealth of information presented through the responses from the community to the survey. Many are perhaps to be expected, e.g. the desire to protect and provide green space. Equally, many relate to matters that will require further evidence gathering through the Neighbourhood Plan development process.
- 8.2. The next steps are to use this evidence to develop a draft Vision and Objectives which can be tested with the community and then refined in light of comments made.
- 8.3. It is important to stress that caution should be exercised in using the responses from this survey as evidence in isolation. As explained in the introduction, it is unwise to infer too much from responses to multiple survey questions. Further evidence should be gathered from the community on specific relevant matters and used alongside the technical evidence base in order to build up a robust rationale for the policies that will inform the emerging Neighbourhood Plan. The survey, of itself, is insufficient to justify any specific policy which may ultimately be included in the Plan.

Appendix A Survey questions

Personal Data

Q1) Where is your house located?

Q2) What is your gender?

Q3) Which age group are you in?

Q4) What type of house do you live in?

Q5) Would you support, or be interested to find out more about the following?

Development

Q6) What type of housing would be acceptable in Kesgrave?

Q7) If new housing were to be built in Kesgrave what type is needed?

Q8) If new housing were to be built in Kesgrave, who do you think it should cater for?

Q9) How important are the following in respect of new buildings in Kesgrave?

Q10) How important are the following factors when considering new development?

Q11) Please would you nominate a piece of green space you feel is of value to the community.

Services

Q12) Do you use any of these local shops and services?

Q13) If you usually shop in Kesgrave, is it because?

Q14) If you usually shop away from Kesgrave, is it because?

Amenities

Q15) How often do you use the following amenities in Kesgrave?

Q16) If you don't use any of the amenities is this because?

Q17) Should land or buildings be purchased or adopted to provide the following local amenities?

Q18) What uses could be made of the current public open space in Kesgrave?

Businesses/Employment

Q19) If you run a business in Kesgrave, is it located in?

Q20) Which category does it fall into?

Q21) How do you and your employees usually travel to work?

Q22) If you needed to expand the size of your business premises, would you be able to do that in Kesgrave?

Q23) What types of business properties do you think are needed?

Q24) Do you feel any of the following affect your business?

Traffic, Highways and Parking

Q25) Do you think that traffic problems in Kesgrave are related to any of the following?

Q26) How many vehicles do you usually need to park at your house?

Q27) How many off road parking spaces are available to you?

Q28) Are you presently experiencing any of the following situations in Kesgrave?

Q29) Would you like to see any of the following forms of parking control introduced in Kesgrave?

Q30) If a third road exit was to exist from Grange farm, where would you locate it?

Transport

Q31) How do you normally get about?

Q32) Are you having problems accessing any of the following due to lack of transport?

Communication


Q33) How would you like to find out what is going on in Kesgrave?

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