



# Medway Village Infrastructure Audit

January 2017

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Medway Village Infrastructure Audit  
January 2017

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## **Introduction**

Medway Council is preparing a new Local Plan to set a framework for the area's development over the next 20 years. The plan has to achieve the right balance between meeting the needs for housing, jobs, shops, services and infrastructure for Medway's growing communities and protecting the quality of the natural and historic environment and its distinctive character.

Medway is a diverse area, including one of the largest urban areas in the south east, built up between the Kent Downs and the river Medway, with extensive countryside on the Hoo Peninsula to the north, and villages along the Medway Valley to the south. The rural area is also complex, with strategic energy and infrastructure installations sitting next to internationally important marshland and estuarine habitats, wildlife sites, productive agricultural land and the designated downland landscapes of outstanding natural beauty. Added to this is a pattern of dispersed villages, home to over 10% of Medway's population. Planning for rural Medway must take account of the special characteristics of the area, and ensure that the needs of village communities are addressed in preparing the Medway Local Plan.

One of the concerns in planning for sustainable villages is that people can access a range of services and facilities that provide the basis for much community and social life – such as schools, surgeries, shops, village halls, buses, and parks. The remoteness of rural areas often means that people have to rely more on local services, or travel into nearby towns, which is not always an easy option for many.

In 2015 the council contacted parish councils throughout Medway to find out about the range and condition of community facilities in local village. This village infrastructure audit will form part of the evidence base for the new Medway Local Plan. The information is being used alongside other survey and analytical work to help develop planning policies for the rural area and to help assess what infrastructure investments may be needed in villages.

This report summarises the findings of the village infrastructure audit carried out in 2015, and places the research in the context of key characteristics of Medway's rural communities.

It is aligned to wider work on infrastructure planning being carried out by the council to inform the Local Plan, and the delivery of successful and sustainable growth in Medway.

## ***Policy Context***

The National Planning Policy Framework<sup>1</sup> (NPPF) recognises the support of 'thriving rural communities'<sup>2</sup> as a core planning principle. Supporting a

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<sup>1</sup> Available at: <http://planningguidance.communities.gov.uk/>

<sup>2</sup> National Planning Policy Framework paragraph 17

prosperous rural economy is one of the key strands of delivering sustainable development, and the NPPF states at paragraph 28:

*'To promote a strong rural economy, local and neighbourhood plans should...*

- *Promote the retention and development of local services and community facilities in villages, such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship.'*

The NPPF further recognises that the planning system can play an important role in promoting healthy communities. At paragraph 70, government policy states:

*'To deliver the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:*

- *Plan positively for the provision and use of shared space, community facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;*
- *Guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs; ...*

The council is working to embed these key principles in planning for rural communities in the new Medway Local Plan. The village infrastructure audit inputs to the evidence base that will inform the development of the Local Plan.

## Methodology

### ***Area covered by Village Infrastructure Audit***

The purpose of this work was to review the distribution and condition of community facilities in rural Medway. In defining the survey area, the work was directed to small rural settlements. Much of the area fell within the parished parts of Medway on the Hoo Peninsula and Medway Valley. However the survey area excluded the larger urban area at Frindsbury and Wainscott in Frindsbury Extra Parish, and included the non-parished community at Lower Rainham. It is noted that there are other un-developed areas of countryside in Medway that were not included in the Village Infrastructure Audit, as they did not have defined villages or rural settlements. The survey also excluded the small parish, St Mary Hoo and hamlets, as defined settlements for the purposes of this survey.

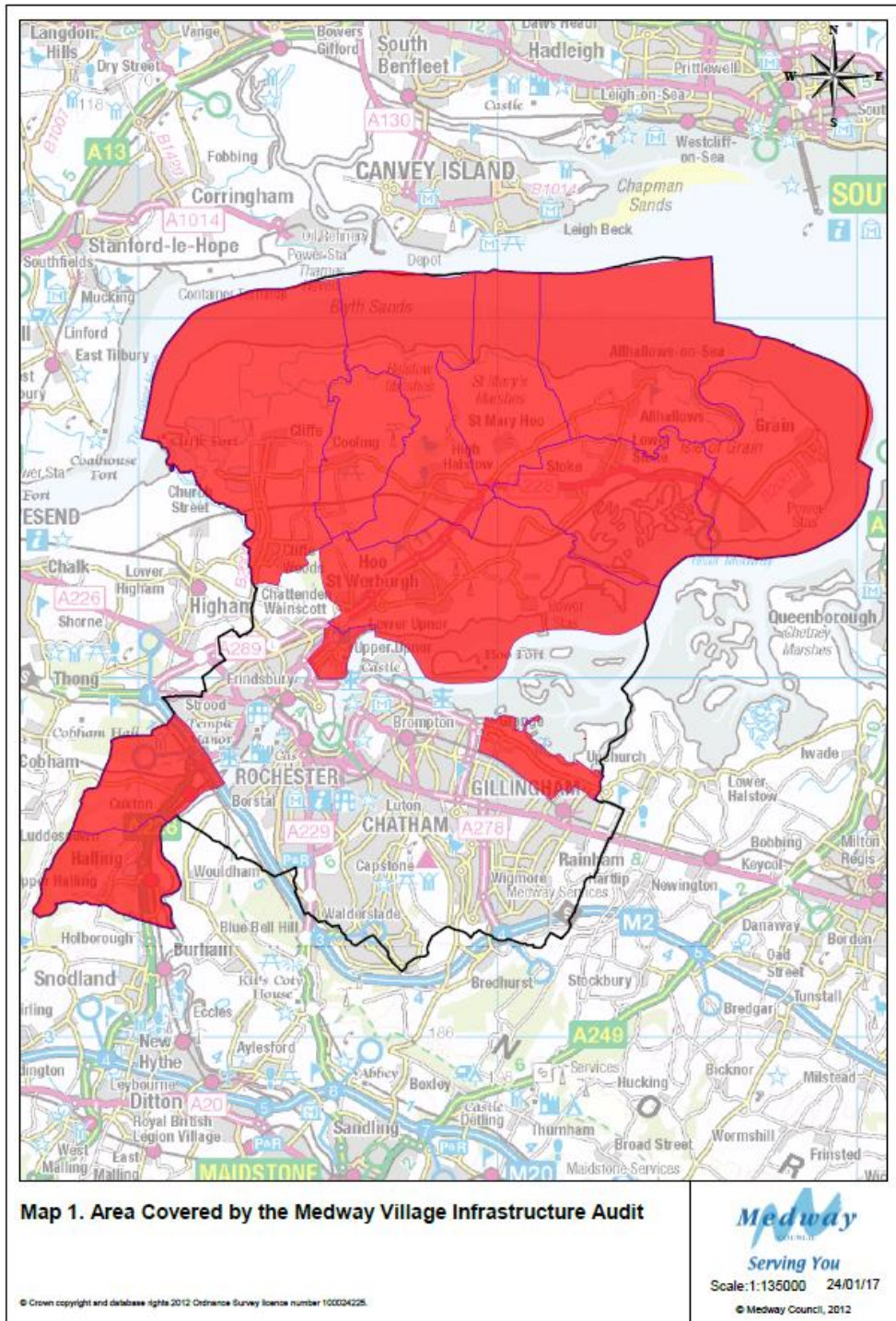
The villages assessed were those with a defined village boundary within the 2003 Medway Local Plan. This was chosen as the base criteria as they were felt to be large enough to support infrastructure and are considered rural service centres currently.

The villages assessed are listed below:

- Upper Halling;
- Lower Halling;
- Cuxton;
- Lower Rainham (no Parish Council, but a village boundary);
- Upper Upnor;
- Lower Upnor;
- Chattenden;
- Hoo St Werburgh;
- Cliffe;
- Cliffe Woods;
- Cooling;
- High Halstow;
- Stoke;
- Lower Stoke;
- Allhallows; and
- Grain.

The coverage of the survey area is set out below in Map 1. Further details on the characteristics of the villages and their surroundings are set out in Appendix A.

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## ***Defining scope of study***

Access to a range of services and facilities is fundamental to a good quality of life, and is a core principle of sustainable development. This is a clear aim in planning policy and guidance, and infrastructure is considered as a key component of policy development.

The NPPF specifies that infrastructure should be accessible: *'accessible local services that reflect the community's needs and support its health, social and cultural well-being'*.<sup>3</sup>

In the context of this policy objective, the council considered a range of services and facilities that would represent local infrastructure in villages. These were organised into a number of categories around environmental, social, economic and transport as defined in the NPPF<sup>4</sup>:

- Environmental facilities (Green Spaces and Sports)
  - Allotments
  - Children's play areas
  - Public Park
  - Sports facilities
  - Village Green
- Social facilities (Health and Social community facilities)
  - Village/community hall
  - Library
  - Educational facility (pre-school, primary school, secondary school & higher/further education)
  - Dentist
  - GP surgery
  - Pharmacy
  - Place of worship
  - Burial grounds
  - Public house
  - Café/restaurant
- Economic facilities (local services and businesses)
  - Food store/village shop
  - Newsagents
  - Post Office
  - Garage/petrol station
  - ATMs/banks
- Transport
  - Road network
  - Public transport

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<sup>3</sup> National Planning Policy Framework – Paragraph 7

<sup>4</sup> National Planning Policy Framework – Paragraphs 28 & 70

## **Data collection**

In order to support the development of a new local plan the scope of the village infrastructure audit was twofold:

- To provide an assessment of the present state of infrastructure in rural villages in Medway;
- To provide evidence on needs for improvements to local infrastructure.

Information was obtained from surveys sent to Parish Councils regarding the availability and condition of local services, and the Office for National Statistics website was used to provide relevant statistics on the demography and characteristics of Medway's villages.<sup>5</sup> The council has also collated information from its own records that map the location of services and facilities, such as shops, schools, healthcare facilities, parks and bus stops. It should also be noted that the surveys for the settlements in the Lower Rainham were completed by Planning Officers from the Medway Planning Policy Team as this area was unparished.

The village surveys were in two parts. The first part was an assessment of the current level of provision of services and their condition. This was in four parts: environmental, economic, social and transport. The second part was to assess community needs and aspirations for local infrastructure, as presented by the Parish Council. A sample survey form is given at Appendix B.

Although most services lie within villages, it was noted some may be a short distance outside. The survey area was 800m from the urban boundary of the villages involved. This was chosen as 800m is a 10 minute walk from the edge of the village, which is perceived to be a sustainable location.

Statistics from the ONS website were used at a number of levels: Parishes, Output Areas and Lower Super Output Areas where relevant. The Lower Super Output Area for Lower Rainham (Medway 023A) was used as there was no Parish in this location. Also Output Areas E00081614 and E00081624 were used for Lower and Upper Upnor as they corresponded to these settlements. As set out above, the more urban part of the Parish of Frindsbury Extra fell outside the scope of this specific work on rural services and facilities.

Upon receipt of the Parish surveys the level of provision outlined on them was compared to the mapping data collated by the Council in order to confirm the level of provision.

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<sup>5</sup> [Office for National Statistics – Neighbourhood Statistics](#)



## **Infrastructure Audit**

The report below is categorised into social, economic, environmental and transport facilities and services to align with the survey form. The sections present the findings of the responses to the village infrastructure audit, some local demographic context, how the villages have changed between the 2001 and 2011 Censuses and community needs and aspirations for investments in local services and facilities.

This information will support the Council in making informed decisions as to the level of infrastructure required in the future based on the capacity and condition of existing provision, and the potential need for additional services in planning for Medway's villages in the new Local Plan.

### ***Social Facilities***

#### **Context**

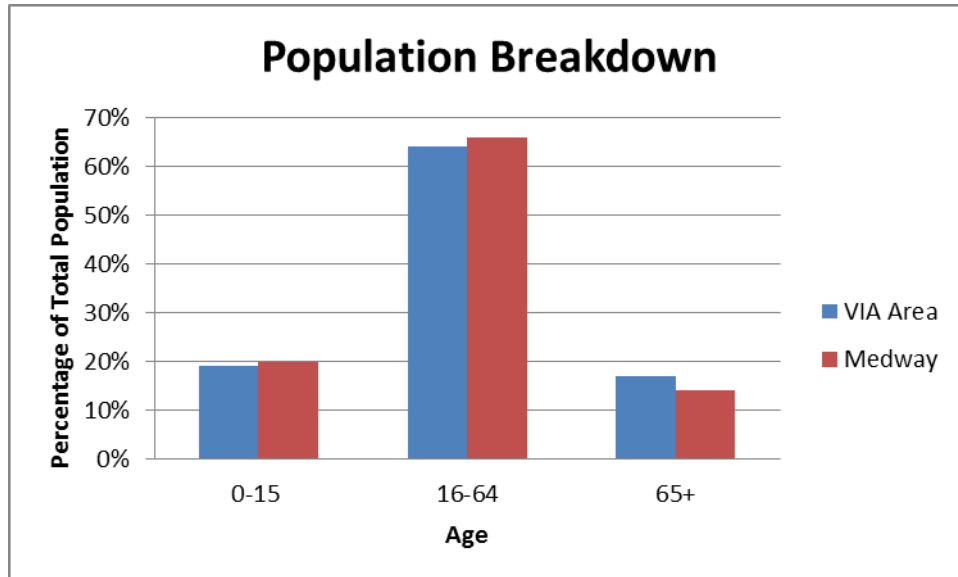
In 2011 the total population of the rural areas covered in the audit was 28,400; this was 11% of the total Medway population. The rural population had grown by 8% since 2001, compared to 5.7% for Medway as a whole. However this trend was not universal and varied across the area. Some villages saw their population decline – most significantly in Grain and Stoke parishes by 4.8% and 0.2% respectively. Other villages saw substantial growth - Lower and Upper Upnor increased by 35% and Hoo St Werburgh by 18%. This reflected areas that had seen new developments, as well as changes in the demographics of villages. Overall the largest villages were: Hoo St Werburgh, Cliffe, Cliffe Woods, Cuxton and Halling; together accounting for 70% of the rural population in Medway (20,001 people).

A total of 64% of the population were working age (16-64 yrs). The remaining 36% of the population was split evenly between the young and older age groups. Whilst in Medway as a whole the working age population was slightly higher at 66% and the split in the non-working age population was more balanced towards younger people (0-15 yrs).

A total of 23% of Medway residents aged 16+ in 2011 did not possess any qualifications. In the rural areas covered by the survey it was 24%. Within the rural area there was however a large disparity in educational attainment. In Allhallows a third of the population aged over 16 did not have any qualifications. In comparison Cooling had the smallest percentage of adults without any formal qualifications at 18%. There were 11 primary schools and 1 secondary school located in the rural area.

Generally people in the area surveyed were healthy. Of the 28,400 residents only 1,241 were rated as having bad or very bad health in 2011. This was 4.4% of the resident population. Having said this there are pockets of variation in health across the rural area and the data smooths out the disparities.

Compared to the whole of Medway residents of the rural areas are relatively healthy. When taken as a whole 16.9% of the Medway population was rated as having bad or very bad health in 2011. Therefore there is a large difference between Medway's population's overall health and that of the rural areas.



### Facilities & Condition

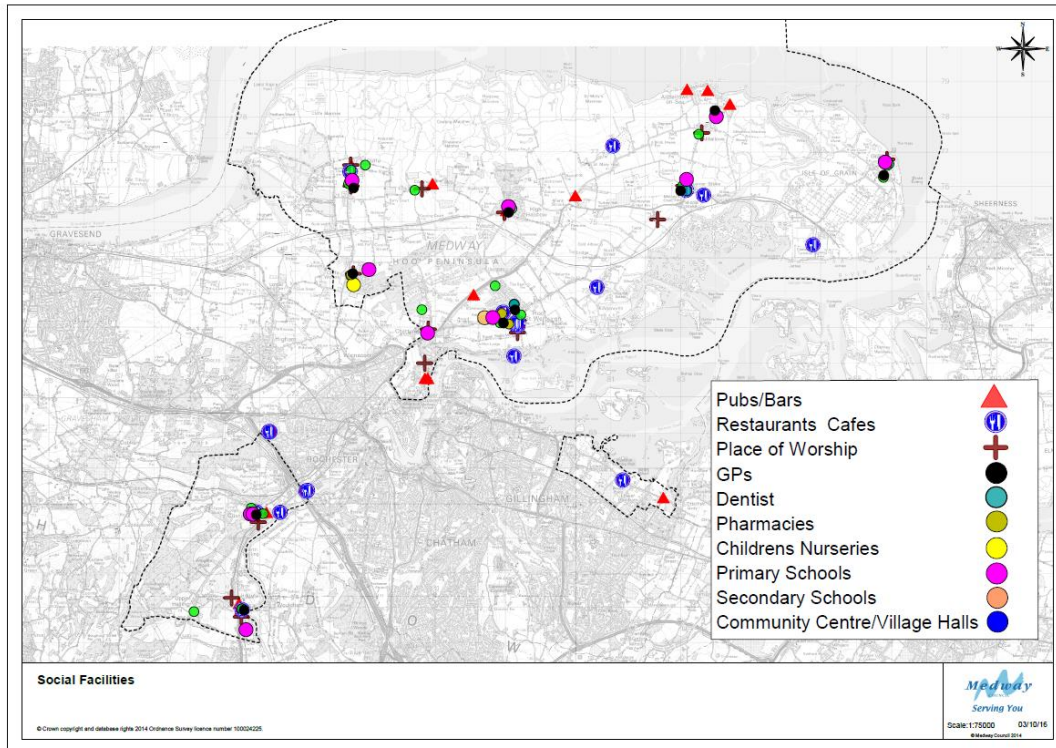
The social facilities in villages surveyed included: village/community hall, GP surgery, pharmacy, place of worship, burial grounds, library, public house, café/restaurant, dentist, pre-school, primary school, secondary school and further education. These were selected for consistency with work on assessing the social dimension of sustainable development, as outlined in the NPPF.

All but the smallest settlements had a village hall. Overall many villages had a place of worship, a pub, cafe/restaurant/take-away, a pre-school and primary school. However 'higher level' services such as libraries, dentists, secondary schools and further education were more scarce, as would be expected from the rural nature of the area. Overall the condition of the facilities that were present was judged by parish councillors to be generally average to good.

The level of facilities reflected the relative size of the respective settlements and population of parishes. The larger the settlement and Parish the greater level of social facilities present. Hoo St Werburgh had the highest level of facilities – nearly a quarter of all the local services in the survey.

Cooling and Upper and Lower Upnor had the lowest provision of services (a total of 5 facilities), reflecting the small size of these villages.

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## Needs & Aspirations

The needs and aspirations section of the rural survey considered community facilities and medical facilities.

In regards to the level of need for new community facilities this was split. A total of 7 of the 11 villages that responded indicated that there was a requirement for more community facilities. The communities seeking greater levels of provision were Cliffe, Cliffe Woods, Cuxton, Grain, Halling, Hoo St Werburgh and Upper and Lower Upnor. A range of facilities were sought; including new community centres, youth facilities, sports facilities and cash withdrawal facilities.

There were mixed experiences recorded with regard to medical facilities, with only 4 villages indicating specific issues with waiting lists. However the council has noted that in work carried out with rural communities as part of the Local Plan Issues and Options consultation in early 2016, many residents raised concerns about infrastructure provision – specifically access to health services.

## ***Economic Facilities***

### **Context**

Medway's rural area includes several large employment areas (such as Hoo Marina, Kingsnorth and the Isle of Grain). In recent years the study area has undergone several changes. Employment areas established in the 2003 Local Plan, at Kingsnorth and Grain have seen large changes; both Grain and Kingsnorth Power Stations have closed in the last five years. Bourne Leisure

operates a holiday resort at Allhallows, and there are a number of small employment areas in the rural areas.

Much of the land area of rural Medway is farmed or forested. However the agricultural sector forms only a small proportion of the overall employment base in these locations.

In total 774 people of the economically active population (those aged 16-64 years) were unemployed in the study area in 2011. This was 5.1% of the total economically active population and a 1% increase since 2001. Medway as a whole saw a 2% increase from 2001 to 2011, to 4.9%.

### **Facilities & Condition**

The survey looked at key service businesses and also telecommunications in the rural area. The key businesses included: village shop, newsagents, post office, garage/petrol station and ATM/ bank. The telecommunications section covered internet connectivity and mobile phone coverage.

All but the smallest villages had a village shop. Over half of villages had a post office, garage/petrol station or an ATMs/banks. However the facilities that were present were of an average to good condition with a few exceptions. In line with its size Hoo St Werburgh had the widest range of commercial facilities. Upper and Lower Upnor and Cooling had the least provision.

Parish Councils were asked about the standard of broadband and mobile phone connectivity. Overall telecommunications coverage was considered to be average, but better in the larger, less remote villages.

There have been recent investments in improving broadband infrastructure across the rural area. These have been delivered by BT Openreach as commercial upgrades and as part of the Broadband Development UK (BDUK) programme, supported by government to boost the quality of broadband services. Information provided by Kent County Council which is managing the (BDUK) broadband delivery programme in areas of market failure indicated that there is generally good coverage - to a speed of 2 mbps- in most parts of Medway's rural area, apart from the most peripheral areas. This compared well with other rural areas in Kent.

Data on mobile coverage is reported to Ofcom from the major telecommunication providers (O2, EE, Vodafone and Three).<sup>6</sup> This data split mobile coverage into 3G and 4G and outdoor and indoor reception levels. It reported that there was good outdoor 3G coverage across Medway's rural area, but poor indoor coverage in all villages except Cuxton, Halling, Hoo St Werburgh and Lower Rainham.

This pattern was repeated for 4G coverage. Similarly there was generally good outdoor coverage for 4G across the rural area. However again there

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<sup>6</sup> Ofcom Mobile Coverage and Fixed Broadband Checker 2016 - <http://maps.ofcom.org.uk/check-coverage>

was poor indoor coverage outside of Hoo St Werburgh, Cliffe and Cliffe Woods, Lower Rainham Road, Cuxton & Halling.

## **Needs & Aspirations**

Most of the villages surveyed wanted to see more employment provision in their areas. The nature of employment provision varied ranging from leisure/tourism to manufacturing.

Villages with established employment sites, such as Cuxton, Grain and Hoo St Werburgh supported the introduction of a broad range of new businesses. The smaller more peripheral villages preferred more land based employment sectors, such as agriculture, tourism and leisure and green infrastructure opportunities.

A question was asked as to the possible location for new employment development. One response was received stating potential locations from Hoo St Werburgh Parish Council. It suggested the expansion of businesses at Hoo Marina and Kingsnorth Business Parks, retail provision in Hoo village centre and leisure related development at Deangate Leisure Centre.

## ***Transport***

### **Context**

Transport is a key issue for rural communities. The smaller villages often have a limited range of services and facilities and facilities, meaning that people have to travel to nearby towns. Public transport options are also more limited, increasing dependency on private cars. For those living in villages, without access to a car, there can be a risk of being cut off from services, and opportunities for work, study and leisure.

The 2011 census recorded a total of 18,292 cars and vans within Medway's rural area. This was an increase of 8% from 2001. When compared to the Medway wide statistics the increase was lower – the Medway average saw an 11% rise. This was in line with the overall proportions of population growth.

The number of households within the rural area without access to a car or van fell by 3% from 2001 to 2011 to a total of 1,353. This represents 11% of total rural households. The level of households without access to a car or van across Medway as a whole was 22%.

The study area contained 6% of the total number of households without access to a car or van in Medway. This reflects the higher dependency on private transport in rural areas.

The rural areas have varying access to the strategic road network. Parts of the Hoo Peninsula and Medway Valley are relatively well connected via the A228 to the M2 motorway. However other parts are more remote and the

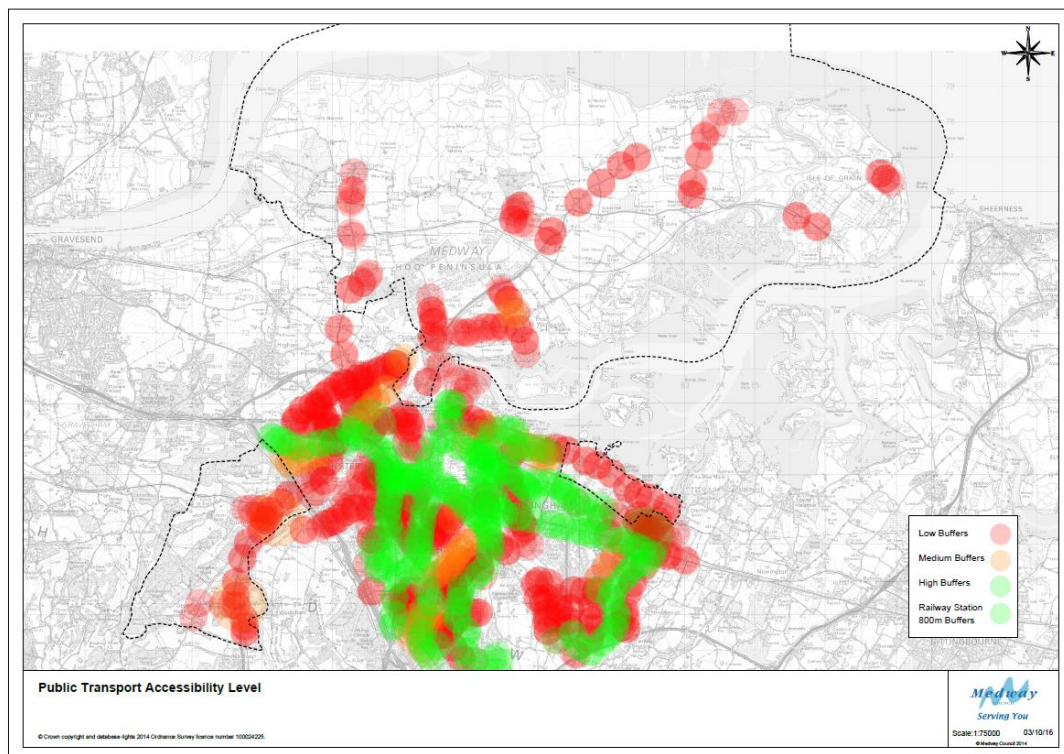
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limited routes in the network can make the area vulnerable to congestion and blockages to access. This is especially true around the Four Elms roundabout junction and reliance on the A228 for a large portion of the rural population on the Hoo Peninsula to access the rest of Medway and surrounding area.

Congestion is noted on the road network in the rural area, particularly in connection with key junctions with the strategic road network at the A228 - M2 Junction 2 near Cuxton) and the A228/A289 (Four Elms Roundabout) to the south west of the Hoo Peninsula.

Public transport options are limited and largely provided by bus services. In 2015, Medway Council's planning team carried out a Public Transport Accessibility Level assessment (PTAL) as a part of wider work on the preparation of the Medway Local Plan. This indicated that there was a low level of accessibility to public transport on the Hoo Peninsula and along Lower Rainham Road and only focused on bus transport. Cuxton and Halling had moderate access to public transport due to the provision of railway stations in these villages, albeit that bus services were more limited in this area compared to some villages on the Hoo Peninsula.

The rail service provided in Cuxton and Halling is on the Medway Valley Line, linking Strood, Maidstone and Tonbridge, and having access onto London, including via the HS1 line at Strood. There is a freight railway line on the Hoo Peninsula. However this is not a passenger line and is only open to freight to/from Thamesport at Grain.



## Facilities & Condition

Three aspects of transport in the rural area were considered in the survey:

- Traffic congestion;
- Public transport accessibility; and;
- Transport routes.

In relation to congestion the survey asked: *Is traffic congestion a problem in your village?* This was an issue for around half of the Parish Councils. This affected a wide area, including those villages close to main highway routes, as well as areas such as the Upnors that attract high numbers of visitors at times, and villages such as Cliffe Woods experiencing difficulties at school times. The specific issues relating to accidents on the A228 cutting off access to the Hoo Peninsula are recognised, and the knock on effects on rural roads, particularly through Cooling where large vehicles are unable to pass on tight bends, causing tailbacks and 'cutting off' the Peninsula for some time.

Consultation on the Local Plan Issues and Options report in early 2016, and work on the Neighbourhood Plan in Cliffe and Cliffe Woods has indicated that rural residents also have concerns about speeding traffic in their villages.

The survey also sought information on the main journey patterns and public transport routes for residents within the rural area. It asked two questions:

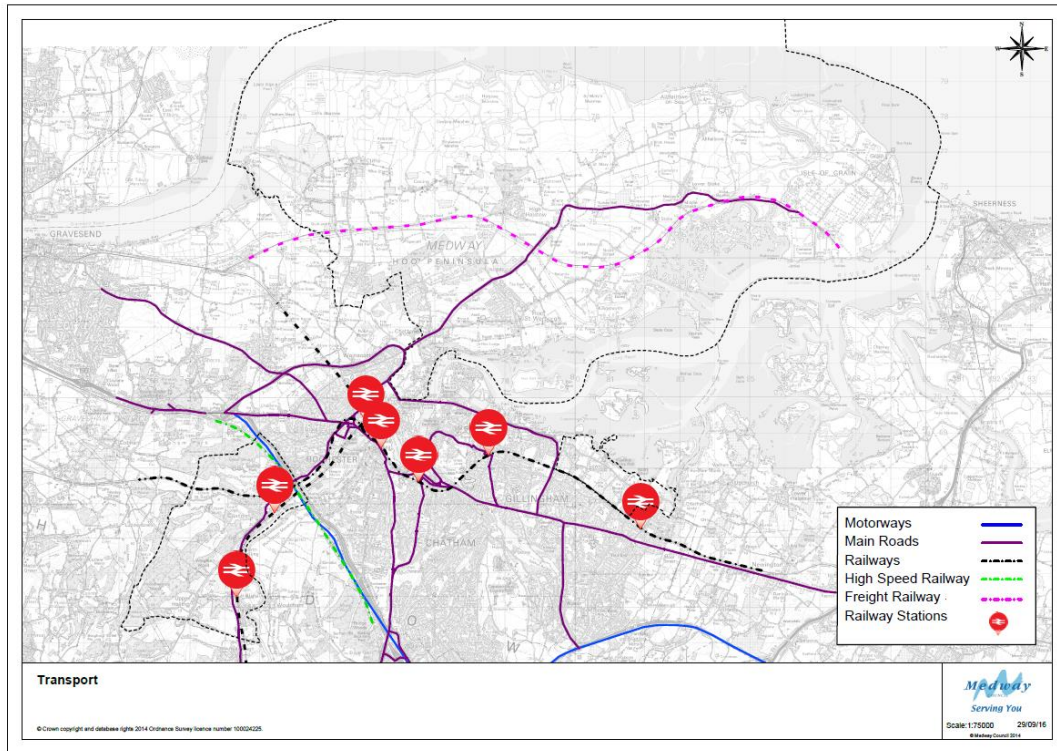
- *'Which are the main public transport routes from the village?'*
- *'Which villages or towns outside of the village do people use most to access other services?'*

The Medway Valley line was noted for Cuxton and Halling as the main route and the A228 for villages to the east of Hoo St Werburgh. However the specific bus services and direction of travel were not noted.

In regards to the second question when assessing the journey destination points several things emerged. Firstly Hoo St Werburgh was considered to be the main draw for journeys on the Hoo Peninsula. Outside of the Peninsula, Strood and Chatham had the greatest draw within Medway and then outside of Medway, Gravesend, Bluewater and Maidstone.

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## Needs & Aspirations

As noted previously Medway's rural area has limited access to public transport, and in some instances households lack private transport. This was reflected in the survey. When asked: *'Do existing public transport services meet the needs of the local community?'*, the vast majority of respondents felt the service did not meet the needs of local community.

The main reasons the community felt that public transport services were lacking included: limited evening services and a low frequency of service. The Council's own analysis of the frequency of public transport (bus and rail) in rural Medway confirmed this pattern.

## Environmental

### Context

The rural area of Medway covers 16,966ha or 63% of Medway's total land area. It also encompasses a wide variety of protected areas (including: AONB, SSSI, Ramsars, SACs and SPAs). These designations vary in size and overlap in certain areas, but generally they cover, individually, the following percentage of the audit area (including the administrative area in the estuary):

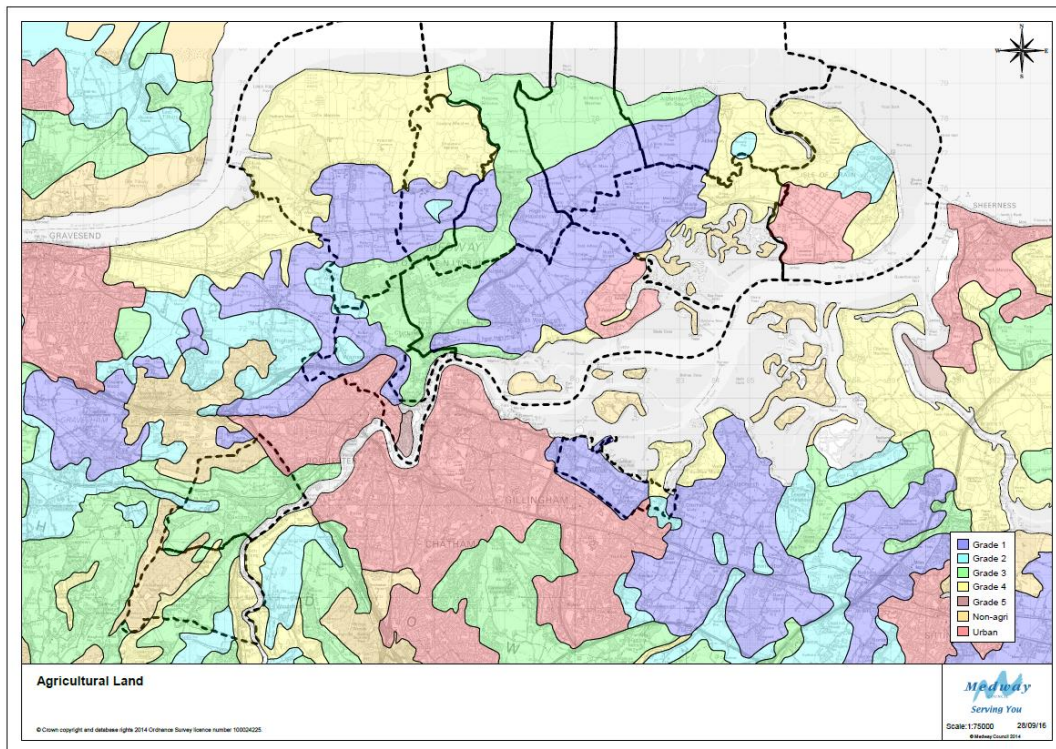
- Kent Downs Area of Outstanding Natural Beauty – 6%
- Ramsar – 33%
- Special Protection Area – 31%



- Site of Special Scientific Interest – 37%

In addition to the protected areas a high proportion of the area is agricultural land. This is graded from 1-5 with the best and most versatile land falling within grades 1-3a as defined by Annex 2 of the NPPF.

A total of 57% of Medway's agricultural land falls within grades 1-3. This can only provide an indication of importance as the data available does not differentiate between 3a or 3b. However it does indicate the importance of agricultural land to this area of Medway, as this is a higher proportion of the most productive farmland than the national average.



## Facilities & Condition

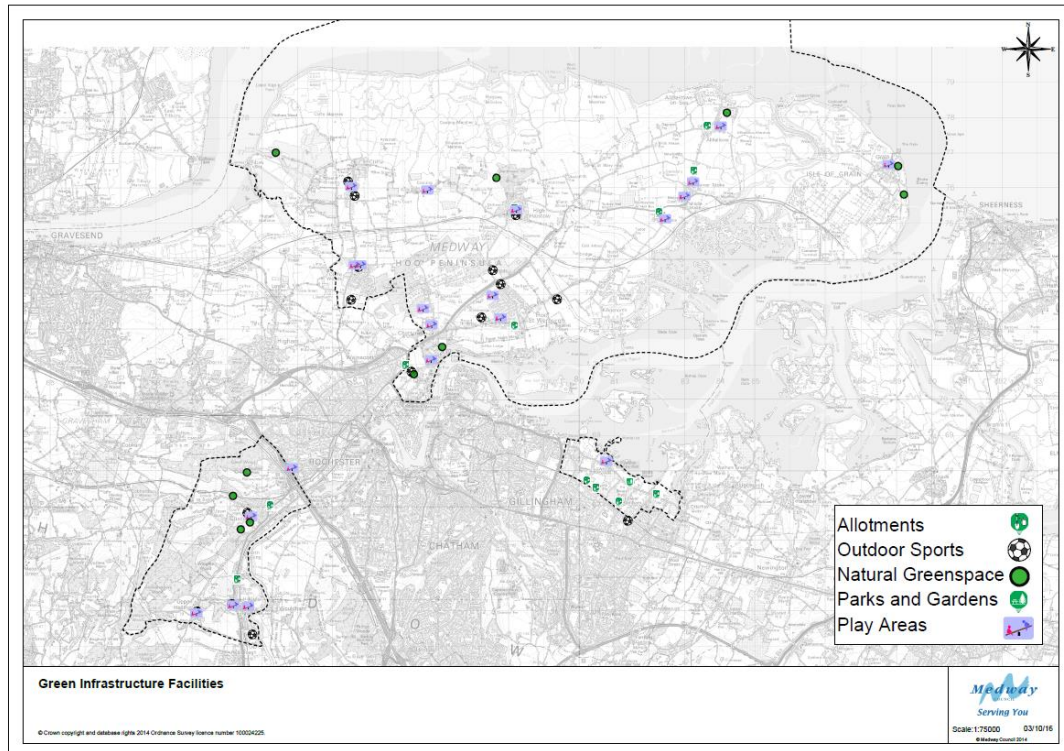
The environmental facilities audit considered formal open space and leisure provision in the villages. This included: public parks, allotments, sports facilities, village greens and children's play areas.

Overall the majority of villages had open space and leisure opportunities. An exception to this was Lower and Upper Upnor, where it was reported that there was a persistent under provision of outdoor open space, sports facilities and allotments. However the Council's data indicated some provision of open space, so issues may relate to the location and specific offer to local people.

Hoo St Werburgh had the highest amount of green space and leisure facilities – over 40% of the total in the rural area.

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Generally the level of provision of green space facilities audited were considered to be of good quality. Public parks were perceived to be of the best quality. The lowest scoring provision was that of sports facilities. These were felt generally to be average for the number of facilities audited against the general perception of the score.



### Needs & Aspirations

Within part two of the environmental sections of the survey three questions were asked:

- *'Is more open space provision required?'*
- *'If yes what type?'*
- *'Is there a requirement for more allotments?'*

The results of the survey indicated that about half of the 11 villages surveyed required further open space. The response to the question on the type of open space required varied between villages, and included: allotments, improved cycle ways and footpaths, play equipment and open space.

There was a specific question on needs for further allotments. The Council's research has previously identified a deficiency in allotment space across the rural area. The surveys recorded varied demand for allotment space in different villages.

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## Conclusions

Outlined below are some initial conclusions that have been drawn from the information collated in the Village Infrastructure Audit. These conclusions are drawn from the present condition of the villages and do not assess the impact arising from any potential growth or allocations for development that may emerge through planning consents or the local plan.

### Social

Social changes within the study area reflected those within the wider Medway area. There is an increasing and ageing population across the rural area. The increase in the proportion of residents over 65 years is particularly marked. These could have implications for service provision and access.

There was a basic coverage of the social facilities across the VIA area, but this was not even. There are clusters of facilities as expected in larger settlements. Needs are also specific to each location rather than generic.

### Economic

Economic facilities were limited outside of the major population centres and Hoo St Werburgh offered the widest range. This also corresponded to the level of broadband communication available in the VIA area.

Villages were split as to the offer of employment that they provide to the market. The larger villages had a broader range of industries, some linked to the coastal locations, and the smaller villages reflected a more land based orientated employment offer.

### Transport

In relation to transport there are three key factors that emerge from the work of the survey. These include:

- A reliance on private modes of transport and a more limited public transport offer;
- Congestion experienced in a number of areas; and;
- Hoo St Werburgh is a draw for trips to services and facilities locally, reflecting its role as a service centre for the wider peninsula.

### Environment

Generally the green space facilities met quantitative standards within the survey area and these were considered of an average to good quality. There was a higher level of facilities within Hoo St Werburgh. However there was a view that more open space and allotments are required in some of the larger villages.

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This report acts as a baseline noting the services and facilities supporting rural communities across Medway and those valued as key local facilities. It has noted that there are areas of pressure geographically in the more peripheral rural locations and in some sectors, such as seen with the loss of village shops and pubs.

In order to plan for sustainable villages within Medway the new local plan will seek to secure and invest in a range of local services and facilities. This report will help provide evidence to inform the work on rural policy, development allocations, and infrastructure planning and delivery.

## **Appendix A – Village & Parish Profiles**

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# Allhallows

Population: 1,676

+ 1.6% since 2001

**1.8** persons per/hectare

### Environmental Facilities



### Social Facilities



### Economic Facilities



Condition



### Population

Age Groups	2001	2011	Change
0 - 15	303	284	-6.3%
16 - 64	1068	1046	-2.1%
65+	278	346	+24.5%
<b>Total</b>	<b>1649</b>	<b>1676</b>	<b>+1.6%</b>

### Education

All people aged 16 to 74	2001	2011
No Qualifications	504	453
1-4 GCSEs/O Level and higher	616	787
Other Qualifications	112	81

### Economic

All people	2001	2011
Economically Active	785	821
Economically Inactive	446	435
Unemployed	43	61

### Health

General Health (all persons)	2001	2011
Good Health	65%	73%
Fairly Good Health	25%	19%
Not Good Health	10%	7%

Value derived by aggregating data supplied in dataset KS201CV, to provide a fair comparison with 2001 data.

### Transport

Car or Van Availability (all households)	2001	2011
Total Households	731	679
No Cars or Vans in Household	91	94
Household w/access to Car or Van	640	585

LOW FREQUENCY

SOURCE: Key Statistics, 2001 © ONS Crown Copyright  
Key Statistics, 2011 Census © Crown Copyright  
COMPLIATION & ANALYSIS: Planning Policy, Medway Council; 2016

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# Cliffe Woods

## Population: 2662



-5.1% since 2001

### Environmental Facilities



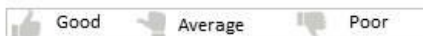
### Social Facilities



### Economic Facilities



### Condition



### Population

Age Groups	2001	2011	Change
0 - 15	663	548	-17.3%
16 - 64	1934	1770	-8.5%
65+	209	344	+64.6%
Total	2806	2662	-5.1%

### Education

All people aged 16 to 74	2001	2011
No Qualifications	463	405
1-4 GCSEs/O Level and higher	1431	1498
Other Qualifications	181	65

### Economic

All people	2001	2011
Economically Active	1561	1436
Economically Inactive	498	559

### Health

General Health (all persons)	2001	2011
Very Good/or Good	77.5%	85%
Fair	17.5%	11%
Not Good/Bad	5%	4%

Value derived by aggregating data supplied in dataset KS2010V1 to provide a fair comparison with 2001 data.

### Transport



Car or Van Availability (all households)	2001	2011
Total Households	979	989
No Cars or Vans in Household	65	57
Household w/access to Car or Van	914	932

SOURCE: Key Statistics, 2001 © ONS Crown Copyright  
Key Statistics, 2011 Census © Crown Copyright  
COMPLIATION & ANALYSIS: Planning Policy, Medway Council, 2016

Notes:  
002B (minus E00081619)  
002C



# Medway Village Infrastructure Audit

## January 2017

# Cliffe

## Population: 2708



+ 5.9% since 2001

### Environmental Facilities



### Social Facilities



### Economic Facilities



### Condition



### Population

Age Groups	2001	2011	Change
0 - 15	552	564	+2.2%
16 - 64	1706	1754	+2.8%
65+	300	390	+30%
<b>Total</b>	<b>2558</b>	<b>2708</b>	<b>+5.9%</b>

### Education

All people aged 16 to 74	2001	2011
No Qualifications	567	482
1-4 GCSEs/O Level and higher	1159	1456
Other Qualifications	143	86

### Economic

All people	2001	2011
Economically Active	1346	1455
Economically Inactive	523	543

### Health

General Health (all persons)	2001	2011
Very Good/or Good	71%	82%
Fair	21.5%	13%
Not Good/Bad	7.5%	5%

Value derived by aggregating data supplied in dataset KS2010V1 to provide a fair comparison with 2001 data.

### Transport

Car or Van Availability (all households)	2001	2011
Total Households	1011	1077
No Cars or Vans in Household	159	116
Household w/access to Car or Van	852	961

LOW FREQUENCY

SOURCE: Key Statistics, 2001 © ONS Crown Copyright  
Key Statistics, 2011 Census © Crown Copyright  
COMPLIATION & ANALYSIS: Planning Policy, Medway Council; 2016

Notes:  
002A  
002D

# Medway Village Infrastructure Audit

## January 2017

# Cooling

## Population: 216

+ 4.2 % since 2001



### Environmental Facilities



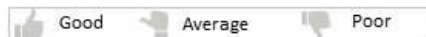
### Social Facilities



### Economic Facilities



### Condition



### Population

Age Groups	2001	2011	Change
0 - 15	53	36	-32%
16 - 64	143	149	+4.2%
65+	11	31	181.9%
<b>Total</b>	<b>207</b>	<b>216</b>	<b>+4.2%</b>

### Education

All people aged 16 to 74	2001	2011
No Qualifications	27	33
1-4 GCSEs/O Level and higher	108	129
Other Qualifications	17	7

### Economic

All people aged 16 to 74	2001	2011
Economically Active	121	132
Economically Inactive	30	42

### Health

General Health (all persons)	2001	2011
Very Good/or Good	75%	89%
Fair	20%	8%
Not Good/Bad	5%	3%

Value derived by aggregating data supplied in dataset KS2011V, to provide a fair comparison with 2001 data.

### Transport



LOW FREQUENCY

Car or Van Availability (all households)	2001	2011
Total Households	73	80
No Cars or Vans in Household	0	1
Household w/access to Car or Van	73	79

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Key Statistics, 2011 Census © Crown Copyright  
COMPILED & ANALYSIS: Planning Policy, Medway Council; 2016

# Medway Village Infrastructure Audit

## January 2017

# Cuxton

Population: 2,627

+ 2.2% since 2001



### Environmental Facilities



### Social Facilities



### Economic Facilities



### Condition



### Population

Age Groups	2001	2011	Change
0 - 15	503	464	-7.8%
16 - 64	1740	1623	-6.7%
65+	328	540	+64.6%
<b>Total</b>	<b>2571</b>	<b>2627</b>	<b>+2.2%</b>

### Education

All people aged 16 to 74	2001	2011
No Qualifications	434	353
1-4 GCSEs/O Level and higher	658	785
Other Qualifications	111	77

### Economic

All people	2001	2011
Economically Active	1399	1364
Economically Inactive	543	622

### Health

General Health (all persons)	2001	2011
Good Health	72%	84%
Fairly Good Health	22%	13%
Not Good Health	6%	3%

Value derived by aggregating data supplied in dataset KS2012W, to provide a fair comparison with 2001 data.

### Transport

Car or Van Availability (all households)	2001	2011
Total Households	1006	1060
No Cars or Vans in Household	117	127
Household w/access to Car or Van	889	933

MODERATE FREQUENCY

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Key Statistics, 2011 Census © Crown Copyright  
COMPLIATION & ANALYSIS: Planning Policy, Medway Council; 2016

Medway Village Infrastructure Audit  
January 2017

# Grain

## Population: 1,648

- 4.8% since 2001



### Environmental Facilities



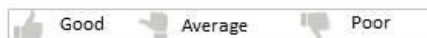
### Social Facilities



### Economic Facilities



### Condition



### Population

Age Groups	2001	2011	Change
0 - 15	472	374	-20.1%
16 - 64	1119	1080	-3.5%
65+	141	194	+37.6%
<b>Total</b>	<b>1732</b>	<b>1648</b>	<b>-4.8%</b>

### Education

All people aged 16 to 74	2001	2011
No Qualifications	434	353
1-4 GCSEs/O Level and higher	658	785
Other Qualifications	111	77

### Economic

All people	2001	2011
Economically Active	850	847
Economically Inactive	355	365

### Health

General Health (all persons)	2001	2011
Very Good/or Good	68%	78%
Fair	24%	15%
Not Good/Bad	8%	7%

Value derived by aggregating data supplied in dataset K2012(1), to provide a fair comparison with 2001 data.

### Transport

Car or Van Availability (all households)	2001	2011
Total Households	612	630
No Cars or Vans in Household	88	80
Household w/access to Car or Van	524	550

LOW FREQUENCY

SOURCE: Key Statistics, 2001 © ONS Crown Copyright  
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# Medway Village Infrastructure Audit

## January 2017

# Halling

## Population: 2,821



+ 4.6% since 2001

### Environmental Facilities



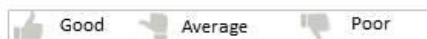
### Social Facilities



### Economic Facilities



### Condition



### Population

Age Groups	2001	2011	Change
0 - 15	577	570	-1.2%
16 - 64	1819	1908	+4.9%
65+	301	343	+14%
<b>Total</b>	<b>2697</b>	<b>2821</b>	<b>+4.6%</b>

### Education

All people aged 16 to 74	2001	2011
No Qualifications	518	449
1-4 GCSEs/O Level and higher	1292	1551
Other Qualifications	156	90

### Economic

All people	2001	2011
Economically Active	1483	1566
Economically Inactive	482	519

### Health

General Health (all persons)	2001	2011
Very Good/or Good	71%	83%
Fair	23%	13%
Not Good/Bad	6%	4%

Value derived by aggregating data supplied in dataset KS2010V1 to provide a fair comparison with 2001 data.

### Transport

Car or Van Availability (all households)	2001	2011
Total Households	1124	1151
No Cars or Vans in Household	164	120
Household w/access to Car or Van	960	1031

MODERATE FREQUENCY

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# Medway Village Infrastructure Audit

## January 2017

# High Halstow

## Population: 1,807

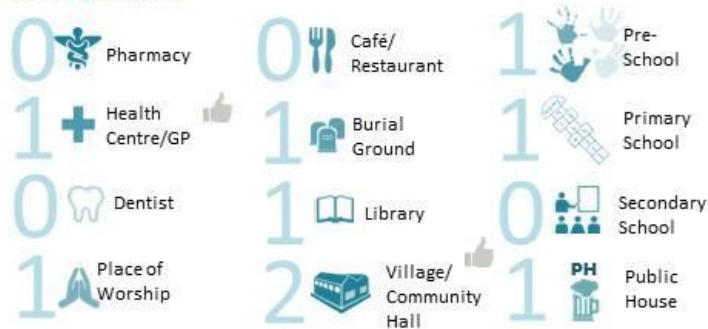
+ 1.5% since 2001



### Environmental Facilities



### Social Facilities



### Economic Facilities



### Condition



### Population

Age Groups	2001	2011	Change
0 - 15	368	328	-10.9%
16 - 64	1212	1156	-4.6%
65+	200	323	+61.5%
<b>Total</b>	<b>1780</b>	<b>1807</b>	<b>+1.5%</b>

### Education

All people aged 16 to 74	2001	2011
No Qualifications	290	276
1-4 GCSEs/O Level and higher	914	1036
Other Qualifications	127	62

### Economic

All people	2001	2011
Economically Active	952	964
Economically Inactive	390	388

### Health

General Health (all persons)	2001	2011
Very Good/or Good	73%	81%
Fair	21%	14%
Not Good/Bad	6%	5%

Value derived by aggregating data supplied in dataset 122010V, to provide a fair comparison with 2001 data.

### Transport

Car or Van Availability (all households)	2001	2011
Total Households	691	714
No Cars or Vans in Household	39	61
Household w/access to Car or Van	652	653

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 COMPLIATION & ANALYSIS: Planning Policy, Medway Council; 2016

# Medway Village Infrastructure Audit

## January 2017

# Hoo

Population: 9,183

4.7 persons per/hectare

+ 18% since 2001

### Environmental Facilities



### Social Facilities



### Economic Facilities



Condition



### Population

Age Groups	2001	2011	Change
0 - 15	1513	1736	+14.7%
16 - 64	4630	5608	+21.1%
65+	1213	1601	+32.0%
Total	7356	8945	+18%

### Education

All people aged 16 to 74	2001	2011
No Qualifications	No Dataset	1936
1-4 GCSEs/O Level and higher	No Dataset	4519
Other Qualifications	No Dataset	361

### Economic

All people	2001	2011
Economically Active	3307	4620
Economically Inactive	1761	1947

### Health

General Health (all persons)	2001	2011
Very Good/or Good	No Dataset	80%
Fair	No Dataset	14%
Not Good/Bad	No Dataset	6%

### Transport

Car or Van Availability (all households)	2001	2011
Total Households	3067	3730
No Cars or Vans in Household	519	523
Household w/access to Car or Van	2548	3207

MODERATE FREQUENCY

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 COMPLIATION & ANALYSIS: Planning Policy, Medway Council; 2016

Medway Village Infrastructure Audit  
January 2017

# Lower Rainham

## Population: 1,548

+2.2 % since 2001



### Environmental Facilities



### Social Facilities



### Economic Facilities



### Condition



Notes:  
023A – Lower Layer Super Output Area

### Population

Age Groups	2001	2011	Change
0 - 15	203	235	+15.8%
16 - 64	1006	884	-12.1%
65+	305	429	+40.7%
<b>Total</b>	<b>1514</b>	<b>1548</b>	<b>+2.2%</b>

### Education

All people aged 16 to 74	2001	2011
No Qualifications	348	304
1-4 GCSEs/O Level and higher	710	948
Other Qualifications	129	61

### Economic

All people	2001	2011
Economically Active	789	753
Economically Inactive	398	361

### Health

General Health (all persons)	2001	2011
Very Good/or Good	70%	81%
Fair	23%	14%
Not Good/Bad	7%	5%

Value derived by aggregating data supplied in dataset KS2011W, to provide a fair comparison with 2001 data.

### Transport

Car or Van Availability (all households)	2001	2011
Total Households	624	665
No Cars or Vans in Household	78	86
Household w/access to Car or Van	546	579

LOW FREQUENCY

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Key Statistics, 2011 Census © Crown Copyright  
COMPLIATION & ANALYSIS: Planning Policy, Medway Council; 2016



# Medway Village Infrastructure Audit

## January 2017

# Stoke

## Population: 1,060



-0.2 % since 2001

### Environmental Facilities



### Social Facilities



### Economic Facilities



### Condition



### Population

Age Groups	2001	2011	Change
0 - 15	241	206	-14.5%
16 - 64	698	699	+0.1%
65+	123	155	+26.0%
<b>Total</b>	<b>1062</b>	<b>1060</b>	<b>-0.2%</b>

### Education

All people aged 16 to 74	2001	2011
No Qualifications	283	235
1-4 GCSEs and higher	418	528
Other Qualifications	65	35

### Economic

All people	2001	2011
Economically Active	525	558
Economically Inactive	245	240

### Health

General Health (all persons)	2001	2011
Very Good/or Good	67%	78%
Fair	24%	15%
Not Good/Bad	9%	7%

Value derived by aggregating data supplied in dataset KS2012V1, to provide a fair comparison with 2001 data.

### Transport

Car or Van Availability (all households)	2001	2011
Total Households	413	436
No Cars or Vans in Household	70	74
Household w/access to Car or Van	343	362

LOW FREQUENCY

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COMPLIATION & ANALYSIS: Planning Policy, Medway Council; 2016

# Medway Village Infrastructure Audit

## January 2017

# Lower & Upper Upnor

## Population: 682

+51.9% since 2001



### Environmental Facilities



### Social Facilities



### Economic Facilities



### Condition



Notes:  
E00081614 and E00081624

### Population

Age Groups	2001	2011	Change
0 - 15	84	123	+46%
16 - 64	308	471	+53%
65+	57	88	+54%
<b>Total</b>	<b>449</b>	<b>682</b>	<b>+51.9%</b>

### Education

All people aged 16 to 74	2001	2011
No Qualifications	53	66
1-4 GCSEs and higher	254	441
Other Qualifications	35	20

### Economic

All people	2001	2011
Economically Active	258	417
Economically Inactive	87	68

### Health

General Health (all persons)	2001	2011
Very Good/or Good	74%	89%
Fair	20%	9%
Not Good/Bad	6%	2%

Value derived by aggregating data supplied in dataset KS2012V1, to provide a fair comparison with 2001 data.

### Transport

Car or Van Availability (all households)	2001	2011
Total Households	199	303
No Cars or Vans in Household	14	14
Household w/access to Car or Van	185	289

LOW FREQUENCY

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COMPLIATION & ANALYSIS: Planning Policy, Medway Council; 2016

## **Appendix B – Village Infrastructure Audit Survey Form**

Medway Village Infrastructure Audit  
January 2017

Medway Council - Village Infrastructure Audit 2015

**INSTRUCTIONS**

The attached survey is divided into two parts: 'Existing Facilities' and 'Needs/Aspirations'. The existing facilities are subdivided into several sub-categories. These include: environment, social, economic and transport. For each sub-category, please record the number, accessibility and suitability/condition of facilities. A map has been provided of the area to be analysed. This includes the village itself and areas that are considered to be within reasonable walking distance. Only facilities that fall within the area on the map should be recorded and analysed.

Medway Village Infrastructure Audit  
January 2017

**PART 1 – EXISTING FACILITIES AUDIT**

Please indicate the number of facilities within the village, and a judgement of their condition.

**Environmental Facilities**

Facility	Number	Condition (1 – poor in need of repair, 2 average & 3 good condition)
Public Park		
Village Green		
Children's Play Areas		
Sports Facilities		
Allotments		
Other (please provide details)		

Condition/adequacy: if any of the environmental facilities above are in poor condition or do not meet the needs of the local community please provide details.

**Social Facilities**

Facility	Number	Condition (1 – poor in need of repair, 2 average & 3 good condition)
Village/Community Hall		
GP Surgery		
Pharmacy		
Place of Worship		
Burial Grounds		
Library		
Public House		
Café/Restaurant		
Dentist		

Medway Village Infrastructure Audit  
January 2017

Education	Pre-School:		
	Primary School:		
	Secondary School:		
	Higher/Further Education:		
Other (please provide details)			

Condition/adequacy: if any of the social facilities above are in poor condition or do not meet the needs of the local community please provide details.

Economic Facilities

Facility	Number	Condition (1 – poor in need of repair, 2 average & 3 good condition)
Food store/corner shop		
Newsagents		
Post Office		
Garage/Petrol Station		
ATMs/ Banks		
Other (please provide details)		

Internet Connectivity	High Speed Broadband	all, most, some, none (delete as appropriate)
	3G/4G Mobile Internet	all, most, some, none (delete as appropriate)

Condition/adequacy: if any of the economic facilities above are in poor condition or do not meet the needs of the local community please provide details.

Medway Village Infrastructure Audit  
January 2017

Transport Facilities

Transport Facilities/Accessibility				
Which villages or towns outside of the village do people use most to access other services?				
Is traffic congestion a problem in your village?	Yes		No	
Which are the main public transport routes from the village?				
Do existing public transport services meet the needs of the local community?	Yes	No – too infrequent	No – evening services	No – weekend services
	No – other (please state)			

Medway Village Infrastructure Audit  
January 2017

PART 2 – NEEDS & ASPIRATIONS SURVEY

Needs & Aspirations				
Environmental				
Is more open space provision required?	Yes		No	
If yes, what type?				
Is there a requirement for more allotments?	Yes		No	
Social				
Would you like to see more community facilities in the village?	Yes		No	
If yes, what type				
Are there waiting lists for the local medical facilities?	Yes		No	
Economic				
Would you like to see more employment provision in the village?	Yes		No	
What type of employment provision would you like to see in the village?	Office			
	Manufacturing			
	Storage/warehousing			
	Retail			
	Other (please specify)			
If there are any specific sites where you think employment provision could or should be located, please provide details here and mark them on the map at the beginning of the survey.				