

The Joint Village Facilities and Rural Transport Survey

Report for JOT/OSG/ JAP

Background

You may recall that as part of the evidence gathering work for the South Worcestershire Joint Core Strategy, Malvern Hills (MHDC) and Wychavon District Council (WDC) have produced the Village Facilities and Rural Transport Study. This study assesses existing provision of village facilities and public transport provision within the rural areas, using information gathered from Parish Council Surveys, Councillor knowledge and bus timetables covering the Districts. This study establishes the sustainability of villages which in turn informs the village categorisation and settlement hierarchy. The remainder of this report will outline the methodology reasoning and explain the changes to the village categorisation and show the updated village categorisation.

Note to Readers

The village facilities and rural transport survey is a technical evidence study, the aim of which is to provide a comparative assessment of services and facilities, including public transport provision, in rural settlements across South Worcestershire. It is pertinent to note the survey reports on a specific point in time and as such is subject to periodic review due in part to the changing nature of local services and facilities. Results presented in this edition of the SHLAA refer to the December 2009 survey / village categorisation, as presented to the Joint Advisory Panel in January 2010. The SHLAA will need to take account of any future editions of Village Facilities and Rural Transport Survey.

Village Categorisation Methodology

Services and Facilities

Village services and facilities were identified as being either a 'key service' or a 'secondary service'.

**Key Services** (those that are considered as being of more importance to the local community):

- shop & post office/general store,
- doctors surgery,
- primary school and
- village/parish hall.
- Local employment opportunities (consisting of access to industrial units and/or large employment firms)

**Secondary Services:**

- All other services identified in the survey.

A scoring system was then applied to both key and secondary services.

## **Public Transport**

To assess the accessibility of rural settlements, public transport routes were analysed using common journey types for which public transport may be used. The journey types represented activities which a person may undertake over a typical week and included the following:

- Journey to work
- Food shopping
- Doctor's appointment
- Hospital appointment
- Social event (day)
- Social event (evening)
- Sport/Recreation (day)
- Sport/Recreation (evening)
- Journey to school/college/Higher Education

The location of the following services (located both within and outside of Wychavon District) were also defined for assessment purposes:

- Designated town centres
- Supermarkets
- Doctors surgeries
- Hospitals
- Sport grounds
- Leisure centres

Bus services were then assessed against the chosen journey types to see if it was possible to access a service or activity located elsewhere, using a local bus service as a method of transport.

The villages were separated in to categories as a result of the village facility and bus provisions in each settlement.

Categories as follows:

### **Category 1:**

- 4 Key Services
- Score of 16 points in Village Facility Survey
- Access to all daytime bus service types

### **Category 2:**

- at least 2 key services, including a shop
- daily bus service for employment and shopping purposes

### **Category 3:**

- at least 1 key service, other than Village Hall
- daily bus service to urban area or access to 3 journey types

### **Category 4a**

- access to services although limited or no bus service provision

### **Category 4b**

- good level of public transport provision but low services/facility provision

### **Villages considered as Open Countryside:**

- no key services / low or no bus provision

### **Reasons for the Village Categorisation Methodology**

- For Wychavon, the Local Plan used a Village Accessibility Matrix (see app 1) which ranked villages by numerically counting the total number of services available in the village. The villages were then categorised depending on 'total' score, with each village ranked from 1 – 5 – High to Low accessibility. However, this approach assumes that all services are of equal value and importance to the local community and therefore the information is not considered weighty enough to form a sound evidence base for the SWJCS.
- Given the level of support accorded to the approach adopted in the Malvern Hills Local Plan, by the Local Plan Inspector, it was decided to employ the methodology for both districts for the SWJCS.

### **A Hierarchy of Settlements / Village Categorisation – UPDATE**

Due to changes in village services, facilities and public transport timetables a number of villages within South Worcestershire have seen changes (shown below) since the original Preferred Options Settlement Hierarchy (shown in app 2).

The results of both the Village Facilities Survey and the Rural Public Transport Survey enable the various settlements surveyed to be set within a sustainability hierarchy that could form the basis of the development strategy for the JCS and subsequent LDF documents. A suggested hierarchy is set out below: -

### **Category 1**

"Settlements in this category have at least four Key Services and score at least 16 points in the Village Facilities Survey. In addition they have ~~"medium/high" levels of public transport including~~ access to all daytime journey types (A, B, C, D, E, G and I) identified in the Rural Transport Survey."

MALVERN HILLS DISTRICT	Reason for Category Change	WYCHAVON
ABBERLEY COMMON		BROADWAY
CLIFTON ON TEME		BADSEY
GREAT WITLEY		BREDON
HALLOW		HARTLEBURY
HANLEY SWAN		HONEYBOURNE
KEMPSEY		INKBERROW
LOWER BROADHEATH		OFFFENHAM
MARTLEY		OMBERSLEY
POWICK & COLLETT'S GREEN	New Clustered Village	PINVIN
RUSHWICK - moved from cat 2	Gained an extra key service. Now meets cat1 min criteria of 4 key facilities	WYCHBOLD
WELLAND		

### Category 2

"Settlements in this category have at least two Key Services including a shop and have access to at least daily services for employment and shopping purposes (A and B journey types)."

MALVERN HILLS DISTRICT	WYCHAVON	Reason for category change
ALFRICK	ASHTON UNDER HILL	Moved from cat 3 – as suggested by Cllr Darby that the Petrol Station should be considered as a shop?
CALLOW END	BECKFORD	
CLOWS TOP	BRETFORTON	
HANLEY CASTLE	GROWLE	Moved to cat 3 as Parish Council consider the shop does not sell day to day household goods.
HOLT HEATH	CLEEVE PRIOR	
LEIGH SINTON	DRAKES BROUGHTON	
	ECKINGTON	
	FERNHILL HEATH	
	FLYFORD FLAVELL	
	HARVINGTON	
	KEMERTON	
	LOWER MOOR	Moved from cat 4a due to additional public transport timetable information.

MALVERN HILLS DISTRICT	WYCHAVON	Reason for category change
	NORTON (JUXTA KEMPSEY)	Moved from cat 4b due to convenience shop opening in St Peter's garden centre. Confirmed with garden centre that the shop sells daily household items.
	SEDGEBERROW	Moved from cat 3 due to the opening of the shop.
	SOUTH LITTLETON	Possible clustering with Middle Littleton and North Littleton
	TIBBERTON	Moved from cat 3 due to additional public transport timetable information.
	UPTON SNODSBURY	
	UPTON WARREN moved from cat 6	Moved from cat 6 due to additional public transport timetable information / Cllr information about the service provision i.e. Petrol Station and Mace Store.
	WICKHAMFORD	

### Category 3

"Settlements included in this category have at least one Key Service (other than a parish/village hall) and have access within the settlement to ~~a "minimum" level of public transport service ie~~ at least a daily bus service to ~~an urban area~~ a "designated town" or three of the journey types ~~can be assessed."~~

MALVERN HILLS DISTRICT	Reasons for changes	WYCHAVON	Reasons for changes
BAYTON		ASHTON UNDER HILL — moved to Cat 2	See above
BRANSFORD		BIRLINGHAM — moved from cat 4a	Moved from cat 4 due to additional public transport timetable information.

MALVERN HILLS DISTRICT	Reasons for changes	WYCHAVON	Reasons for changes
BROADWAS		<b>BLACKMINSTER</b> – moved from cat 4a	Moved from cat 3 due to additional public transport timetable information.
<b>CORSE LAWN</b> - moved from cat 4a	Improved transport access	<b>BROAD MARSTON</b> – moved from cat 4b	Moved from cat 3 due to additional public transport timetable information.
<del>COLLETTS GREEN</del> –	Merged with Powick	CHILDSWICKHAM	
EARDISTON		CHURCH LENCH	
EARLS CROOME		CROPTHORNE	
GRIMLEY		CROSSWAY GREEN	
KNIGHTWICK		<b>CROWLE</b> – moved from Cat 2	See above
LINDRIDGE		<b>CUTNALL GREEN</b>	Moved from cat 4a due to additional public transport timetable information.
LITTLE WITLEY		DEFFORD	
LONGLEY GREEN		ELMLEY CASTLE	
MAMBLE		FLADBURY	
<b>RIPPLE</b> - moved from cat 4b		HANBURY	
RYALL/HOLLY GREEN		HIMBLETON	
SHRAWLEY		LITTLEWORTH	
SUCKLEY		<b>MIDDLE LITTLETON</b> – moved from cat 4a – possible clustering with other Littletons	Moved from cat 4a due to additional public transport timetable information.
TUNNEL HILL		<b>NORTH LITTLETON</b> – moved from cat 4a - possible clustering with other Littletons	Moved from cat 4a due to additional public transport timetable information.

UPPER BROADHEATH - moved from cat 4a	Now scored as local employment source	OVERBURY	If the garage / petrol station is also considered as a key service (to be consistent with Ashton Under Hill) for Overbury and Conderton this would move both villages up to a cat 2 village. This will be up for discussion through OSG and JAP members.
UPPER WELLAND		PEBworth	
		STOKE PRIOR	
		SEDGEBERROW – moved to cat 2	See above
		TIBBERTON – moved to cat 2	See above
		WHITTINGTON	
		WYRE PIDDLER	

### Lower Categories:

#### Category 4a

The following settlements have access to some services although limited or no bus service provision:

MALVERN HILLS DISTRICT	Reasons for changes	WYCHAVON	Reasons for changes
ABBERLEY VILLAGE - moved from cat 3	Transport access	ABBERTON	
ASTLEY		ABBOTS MORTON	
ASTLEY BURF		BIRLINGHAM –	Moved to cat 3
BERROW		BISHAMPTON	
BROADHEATH – moved from cat 4b	Transport access	BLACKMINSTER –	Moved to cat 3
BUSHLEY		BREDONS NORTON	
CASTLEMORTON		CUTNALL GREEN	Moved to cat 3

MALVERN HILLS DISTRICT	Reasons for changes	WYCHAVON	Reasons for changes
DUNLEY – moved from cat 3	Transport access	DUNHAMPSTEAD	Moved from cat 4b following re checking
GUARLFORD - moved from cat 3	Transport access	GREAT COMBERTON	
HANLEY CHILD		HAMPTON LOVETT	
KERSWELL GREEN		HATFIELD	Moved from cat 4b following re checking
KNIGHTON		HINTON – moved to cat 4b	Moved from cat 4b following re checking
LONGDON		HINDLIP	Moved from cat 4b following re checking
MADRESFIELD		KINGTON	
MENITHWOOD		KINSHAM	
PENDOCK		LITTLE COMBERTON	Moved to cat 4b
PENSAX		LOWER MOOR	Moved to cat 2
ROCHFORD & UPPER ROCHFORD		MIDDLE LITTLETON	Moved to cat 3
SHELSLEY BEAUCHAMP		NORTH LITTLETON	Moved to cat 3
SINTON GREEN - moved from cat 4b	Transport access	NAUNTON BEAUCHAMP	
SMITH END GREEN		PEOPLETON	
STOKE BLISS		ROUS LENCH	
STANFORD ON TEME – moved from cat 6	V. slight improvement in facilities	STOCK AND BRADLEY	Moved from cat 4b following re checking
		STRENSHAM	Moved from cat 4b following re checking
		THROCKMORTON	
		WHITE LADIES ASTON	

### Category 4b

The following settlements have some access to public transport provision but low services/facility provision:

MALVERN HILLS DISTRICT	Reasons for changes	WYCHAVON	Reasons for changes
ALFRICK POUND		BEVERE	Moved from cat 6 following re checking
BAYTON COMMON		BROAD MARSTON	Moved from cat 3 following re checking
CLIFTON		BREDONS HARDWICK	Moved from cat 4b following re checking
COTHERIDGE		DUNHAMPSTEAD	Moved from cat 4a following re checking
EASTHAM		GRAFTON FLYFORD	Moved from cat 6 following re checking
LEIGH - moved from cat 4a	Lost facilities	BROUGHTON HACKETT	
NEWLAND		CHARLTON	
NEWNHAM BRIDGE		COOKHILL	
SEVERN STOKE - moved from cat 3	Lost facilities	CONDERTON	If the garage / Petrol station is also considered as a key service (to be consistent with Ashton Under Hill) for Overbury and Conderton this would move both villages up to a cat 2 village. This will be up for discussion through OSG and JAP members.
STOCKTON ON TEME		HINTON	Moved from cat 4a following re checking
WYCHENFORD - moved from cat 4a	Lost facilities	LITTLE COMBERTON	Moved from cat 4a following re checking
		LOWER WESTMANCOTE	Moved from cat 6 following re checking

		MARTIN HUSSINGTREE	
		<b>NORTHAMPTON</b>	Moved from cat 6 following re checking
		<b>NORTON (JUXTA KEMPSEY)</b>	Moved to cat 2
		NORTON AND LENCHWICK	
		<b>OLDFIELD</b>	Moved from cat 6 following re checking
		<b>SALE GREEN</b>	Moved from cat 6 following re checking
		<b>STOCK AND BRADLEY</b>	Moved from cat 4a following re checking
		STOULTON AND HAWBRIDGE	
		SUMMERFIELD	
		<b>WADBOROUGH</b>	Moved from cat 6 following re checking
		<b>WESTMANCOTE</b>	Moved from cat 6 following re checking
		WICK	

### Villages considered in the open countryside

The following settlements have no key services / low or no bus provision:

<b>MALVERN HILLS DISTRICT</b>	<b>Reasons for changes</b>	<b>WYCHAVON</b>	<b>Reasons for changes</b>
<b>BAUGHTON</b> – moved from cat 4a	Lost facilities as well as reduced transport access	<b>ALDINGTON</b>	Moved from cat 4a
<b>BIRTS STREET</b> – moved from cat 4a	Lost facilities as well as reduced transport access	ASTON SOMMERVILLE	
<b>BROCKAMIN</b> – moved from cat 4a	Lost facilities as well as reduced transport access	ATCH LENCH	
<b>BUSHLEY GREEN</b> – moved from cat 4a	Lost facilities as well as reduced Transport access	<b>BEVERE</b>	Moved to cat 4b
FRITH COMMON		<b>BREDONS</b>	Moved to cat 4b

MALVERN HILLS DISTRICT	Reasons for changes	WYCHAVON	Reasons for changes
		HARDWICK	
GILBERTS END - moved from cat 4a	Lost facilities as well as reduced transport access	GRAFTON FLYFORD	Moved to cat 4b
GREEN STREET - moved from cat 4a	Lost facilities as well as reduced transport access	HADZOR	
HIGH GREEN		HATFIELD	Moved to cat 4a
KINNERSLEIGH - moved from cat 4b	Lost facilities	HINDLIP	Moved to cat 4a
LOWER SAPEY		HUDDINGTON	
MONKWOOD - moved from cat 4b	Lost facilities	LOWER WESTMANCOTE	Moved to cat 4b
NAUNTON - moved from cat 4b	Lost facilities	NERTHERTON	
RYE STREET – moved from cat 4a	Lost facilities as well as reduced transport access	NORTHHAMPTON	Moved to cat 4b
SHOULTON		ODDINGLEY	See above
STANFORD BRIDGE		OLDFIELD	Moved to cat 4b
		SALE GREEN	Moved to cat 4b
STONEHALL – moved from cat 4a	Lost facilities as well as reduced transport access	STRENSHAM	Moved to cat 4a
UCKINGHALL		SYTCHAMPTON	
		UPHAMPTON	
		UPTON WARREN	Moved to cat 2
		WADBOROUGH	Moved to cat 4b
		WESTMANCOTE	Moved to cat 4b
		WHITE LADIES ASTON AND SNEACHILL	