# 2019 Village Facilities and Rural Transport Study

WYCHAVON DISTRICT COUNCIL
good services, good value

Malvern Hills District Council

Worcester CITY COUNCIL

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# Introduction

The Government's National Planning Policy Framework (NPPF) 2018 paragraph 78 states:

> *"To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. Planning policies should identify opportunities for villages to grow and thrive, especially where this will support local services. Where there are groups of smaller settlements, development in one village may support services in a village nearby."*

During the production of the South Worcestershire Development Plan (adopted 2016), Worcester City Council, Malvern Hills District Council and Wychavon District Council, the South Worcestershire Councils (SWC) in 2012 conducted a Village Facilities and Rural Transport Survey (VFRTS). This assisted with the development of the Plan by identifying key services, employment and sustainable transport opportunities across almost 200 villages and settlements in south Worcestershire. Each village was given a category from 1 – 4 / 'open' with 1 being settlements with the most facilities, and 4/ 'open' being settlements with the least services and those in the open countryside.

In mid-2018 the decision was made by the SWC to update the 2012 VFRTS. The earlier methodology was slightly amended and re-consulted on, and then parish councils were asked to fill in forms or complete surveys by telephone detailing the services and employment opportunities available in each settlement. Worcestershire County Council provided information on local bus routes and availability of transport from each location in the study. This information was gathered towards the end of 2018 and in early 2019.

This study reports on and analyses the results of the survey and provides technical evidence to the South Worcestershire Development Plan Review. **The study is not a decision-making document. Its purpose is only to assess the relative availability of key facilities and sustainable transport options throughout the settlements and report factual information**. The categorisation of villages allows them to be compared with one another, but is not intended to determine any planning process, and will need to be considered in the context of the emerging South Worcestershire Development Plan Review.

The process of determining the level of growth directed to individual settlements in the SWDP Review will be informed by the individual constraints and opportunities which exist at each settlement, and these will be reviewed individually before any decision is taken. The amount of development proposed will not simply be reliant on the VFRTS. Other considerations, in particular the availability of suitable land, the SWDP Review's spatial strategy, viability and connection to sustainable infrastructure are also vital decision-making factors which are not considered by the VFRTS. Therefore, no decisions should be taken or inferred to be taken by this study alone.

# Overview of changes between the 2019 Village Facilities and Rural Transport Study and the previous study, conducted in 2012

Methodological differences:

A revised Village facilities and Rural Transport Study (VFRTS) methodology was consulted on in summer 2018 by the Councils. Consultation was conducted between 21st May to 2nd July 2018 and responses from 15 parishes were received.

Overall, methodological changes between the 2012 and 2019 study have been the most significant reasons for villages moving between categories when comparing the two studies. The main methodological changes that have caused villages to move between categories were:

1. **The removal of the requirement for a shop to be present within the settlement for the village to be identified as category 2**. *This was because this requirement in the previous study gave too high a value to shops as compared with other key services in a settlement, particularly taking into account the rise in popularity of online grocery shopping delivery.*

   and

2. **The inclusion of daytime (only) journey types in the transport methodology**. *Due to cuts in evening bus services across the county; to include evening journey types would have produced an unbalanced result, since evening bus services are now less common.* The 2019 study was prepared with the assistance of Worcestershire County Council who provided more consistent bus travel information than that which was available to officers at the time of the last study.

Other important changes in the methodology were:

**-The change to identify and specify some job generating uses as key employment opportunities within 1km of the settlement. More detail is given in the methodology.**

Through the study, to increase consistency, we defined key employment opportunities as medium size industrial estates, or areas with considerable numbers of shops or other larger employers, as well as those categories already given in the methodology. Farm industry is usually not categorised as a 'key employment opportunity' in this way in the study, as most rural areas have a number of farms with some additional industry and so this doesn't help to differentiate settlements. We also did not usually consider pubs to be a key employment opportunity for the same reason, unless the pub also regularly functioned as a wedding venue / conference centre etc. Key employment opportunities in this study acted as an 'add on' to reinforce the scoring of villages which already met the key facilities requirements of a category, rather than being the reason a village is placed within a certain category.

**-The 2019 study asked questions about, and scored, a wider number of secondary services**

This has had a limited role in changing settlement categories when applied throughout the villages. The presence of secondary services, in practice, usually only causes villages to move between the category 4 and open categories, since key services and transport are the main factors used to determine a village's settlement classification above category 4.

**-The 2019 transport study only included daytime bus services within the scoring mechanism**

Sustainable transport scoring is one of the most significant factors in determining the category of a village in this study. Because of significant cuts to local bus services, only data on daytime journey types was requested and scored as part of the study in 2019, rather than some evening types which were included in 2012. The transport information was gained during this study directly from county council databases, which was more consistent than officer sourced information in the last study. We thank them for their help in preparing this.

From the information provided, it seems that some outlying settlements are seeing reductions in services, particularly services which were previously 'all year round' becoming term time only. Conversely main settlements accessed via main roads have often retained their services or occasionally increased them.

We have not scored term time only services as providing a year round daytime journey types as defined in the methodology, (for example "to and from work" Journey Type A) since this would lead to significant gaps where the service couldn't be accessed (e.g. journey to work during the summer holidays). We have also only scored as meeting the journey type requirement, journeys which allow someone to go 'to and from' a designated location on the same day rather than those which only allow travel one way.

**Changes in services - trends**

Overall there have not been significant trends observed in the opening or closure of services between the 2012 and 2019 studies.

In some locations there has been a decline in the number of pubs which are open, or are due to open in the near future. However there have also been a number of community stores opening over the period. Changes in services do not appear to have been a significant determining factor in changes to village classification – with methodological changes and changes in sustainable transport availability being more significant.

## Results:

All category 1 villages, except Abberley Common, in the 2012 study stay as category 1, having retained enough key services, bus services and overall score to stay within the category. Six category 2's have been upgraded to category 1 due to improvements in transport and services in comparison with 2012 survey results. Thirteen category 3 villages have become category 2's due largely to the change in methodology for category 2 not now requiring a shop.

Finally, fifteen settlements, most of which were previously in category 3, have been moved into category 4 due primarily to cuts in sustainable transport services between 2012 and 2019.

# Results- Changes to Categories of Villages and settlements

## Category 1

**New Category 1 Villages (2019 score compared with 2012)**

*(note, in all categories a General Store and Post Office count as 2 key services, whether in separate locations or combined in one building)*

- **Callow End** – This village has 4 key services. General Store, Post Office, Parish/ Village Hall and Primary School. The village has access to all public transport journey categories. Overall Score 26 – VFRTS Category 1.

- **Drakes Broughton** – This village has 4 key services. General Store, Post Office, Parish Village/ Hall and Primary School. The village has access to all public transport journey categories. It also has a nearby industrial estate (Glassier / Drakes Broughton Business Park). Overall Score 24 – VFRTS Category 1.

- **Fernhill Heath** – This village has 4 key services. General Store, Post Office, Parish/ Village Hall and Primary School. The village has access to all public transport journey categories. It also has a nearby industrial estate (Blackpole Trading Estates) Overall Score 21 – VFRTS Category 1.

- **Harvington** – This village has 4 key services. General Store, Post Office, Parish/ Village Hall and Primary School. The village has access to all public transport journey categories. Overall Score 23  -  VFRTS Category 1.

- **Suckley** – This village has 4 key services, and is within 1km of larger employment opportunities (Industrial Units at Bruff Business Estate) General Store and Post Office, Parish/ Village Hall, Primary School. The village has access to all public transport journey categories. Overall Score 20 – VFRTS Category 1.

- **Upton Snodsbury** – This village has 4 key services. General Store, Post Office, Parish/ Village Hall and Primary School. The village has access to all public transport journey categories. Overall Score 22 – VFRTS Category 1.

## Category 2 –

**New Category 2 Villages (2019 score compared with 2012)**

Settlements in this category have at least two key services and have access to at least a daily bus service for employment and shopping purposes (A and B journey types).

- **Abberley Common** – This village has 3 key services. A General Store/ Post Office and Parish /Village Hall. The village has access to all public transport journey categories. VFRTS Category 2

- **Alfrick -** This village has 3 key services. A General Store/ Post Office and Parish /Village Hall. The village has access to all public transport journey categories. VFRTS Category 2

- **Astley -** This village has 2 key services. A village hall and a Primary School. The village has access to all public transport journey categories. VFRTS Category 2

- **Church Lench** – This village has 2 key services. A village hall and a Primary School. The village has access to all public transport journey categories. VFRTS Category 2

- **Cleeve Prior -** This village has 2 key services. A village hall and a Primary School. The village has access to all public transport journey categories. VFRTS Category 2

- **Crowle and Crowle Green** – This village has 3 key services. Post Office, Parish / Village Hall, Primary School.  The village has access to all public transport journey categories. VFRTS Category 2

- **Defford** – This village has 2 key services. A village hall and a Primary School.  The village has access to all public transport journey categories. VFRTS Category 2

- **Elmley Castle -** This village has 2 key services. A village hall and a Primary School. The village has access to all public transport journey categories. VFRTS Category 2

- **Himbleton** - This village has 2 key services. A village hall and a Primary School. The village has access to all public transport journey categories. VFRTS Category 2

- **Holt Heath** – This village has 3 key services. General Store, Post Office, Parish/ Village Hall. The village has access to all public transport journey categories. VFRTS Category 2

- **Lower Moor -** This village has 2 key services. A village hall and a Post Office. The village has access to all public transport journey categories. VFRTS Category 2

- **Tibberton -** This village has 2 key services. A village hall and a Primary School. The village has access to all public transport journey categories. VFRTS Category 2

- **Tunnel Hill -** This village has 2 key services. A village hall and a Doctor's Surgery. The village has access to all public transport journey categories. VFRTS Category 2

- **Whittington -** This village has 2 key services. A village hall and a Primary School. The village has access to all public transport journey categories. VFRTS Category 2

## Category 3

**New Category 3 Villages (2019 score compared with 2012)**

Settlements in this category have at least one key service (other than a parish / village hall) and have access within the settlement to at least a daily bus service to a "designated town", or three of the daytime journey types.

- **Flyford Flavell** – This village has 1 key service (Primary School). The village has access to all public transport journey categories. VFRTS Category 3

- **Leigh Sinton** - This village has 3 key services. General Store, Post Office and Primary School. The village has access to all public transport journey categories except Journey type A (to and from work). VFRTS Category 3

- **Rushwick -** This village has 2 key services. A parish/village hall and a Primary School. The village has access to all public transport journey categories except Journey type A (to and from work). VFRTS Category 3

- **Sedgeberrow** – This village has 1 key service (Primary School). The village has access to all public transport journey categories. VFRTS Category 3

## Lower Category Villages

Settlements which do not meet the requirements of the higher categories for either key services or sustainable transport journey types are identified as Category 4 settlements, or 'Open' for settlements in the open countryside.

In the 2012 study, category 4 settlements were split into categories 4a and 4b. Since these categories have been treated similarly in planning terms, and the categorisation of 4a and 4b was always somewhat more subjective than the definitions used by higher categories, this categorisation has been removed.

Despite this, category 4 settlements do vary in regard to their access to Key Services and Sustainable Transport, therefore the full VFRTS detailed scores, and Sustainable Transport by Settlement spreadsheets, which are available to download alongside this report, should be consulted when comparing villages in these lower categories. Particular regard should be given to category 4 villages overall score when attempting such a comparison.

**Villages which have been identified as category 4 in this study which were previously in higher categories (2019 score compared with 2012)**

A full breakdown of all VFRTS category 4 villages is given in Appendix 1. However, listed here are villages which in the 2012 study were identified as being in higher categories, but in 2019 have been moved to category 4.

**The following villages were previously in categories 2 or 3, but in 2019 did not meet the minimum sustainable transport requirements for Category 3 which are that a settlement must:**

"have access within the settlement to at least a daily bus service to a "designated town", or three of the daytime journey types"

- **Fladbury** (previously category 2)

- **Pendock** (previously category 3)

- **Corse Lawn** (previously category 3)

- **Ripple** (previously category 3)

- **Blackminster** (previously category 3)

- **Hanley Castle** (previously category 3)

- **Peopleton** (previously category 3)

- **Upper Welland** (previously category 3)

- **Broad Marston** (previously category 3)

- **Ryall and Holly Green** (previously category 3)

**Villages previously in Categories 2 and 3 moved to category 4 in 2019 for other reasons:**

- **Eardiston** – in 2012 the village was identified as category 3. This village has 1 key service (Village Hall). However, since the methodology for Category 3 requires the key service not to be (only) a village hall, the settlement is reduced to category 4. The village has access to all public transport journey categories. 2019 VFRTS Category 4

- **Kemerton** – in 2012 the village was identified as category 3. This village has 1 key service (Village Hall). However, since that time the General Store and Post Office has closed and there are no current plans for re-opening. Since the methodology for Category 3 requires the key service not to be (only) a village hall, the settlement is reduced to category 4. The village has access to all public transport journey categories. 2019 VFRTS Category 4

- **Upton Warren** – in 2012 the village was identified as category 3. However, in 2019 the village has no Key Services, therefore can only be categorised within category 4

- **Conderton** – in 2012 the village was identified as category 3. However, in 2019 the village has no Key Services, therefore can only be categorised within category 4

- **Crossway Green** – in 2012 the village was identified as category 3. However, in 2019 the village has no Key Services, therefore can only be categorised within category 4

**<u>Villages moving out of the lower VFRTS categories between 2012 and 2019</u>**

In the survey, only one village, Alfrick in Malvern Hills District moved out of the lower VFRTS categories between 2012 and 2019. This seems to indicate that smaller settlements have not usually grown significantly in key services and public transport during this time. Alfrick's new community shop and post office was opened in 2018.

**Appendix 1**

**VFRTS Categories 2019**

# Malvern Hills Villages and Settlements – VFRTS Classification 2019

green       settlement goes down in ranking compared with 2012
red        settlement goes up in ranking compared with 2012
black      settlement stays the same in ranking as 2012

| Parish | Village/ Settlement | 2012 | 2019 |
|---|---|---|---|
| Abberley | Abberley Common | 1 | 2 |
| Abberley | Abberley Village | | 4 |
| Alfrick and Lulsley | Alfrick | 4b | 2 |
| Alfrick and Lulsley | Alfrick Pound | | 4 |
| Astley and Dunley | Astley | 3 | 2 |
| Hill Croome | Baughton | | open |
| Bayton | Bayton | | 2 |
| Berrow | Berrow | | 4 |
| Birtsmorton | Birts Street | | open |
| Leigh and Bransford | Bransford | | 3 |
| Hanley | Broadheath | | 4 |
| Broadwas and Cotheridge | Broadwas | | 2 |
| Leigh and Bransford | Brockamin | | open |
| Bushley | Bushley w. Bushley Green | | 4 |
| Powick | Callow End | 2 | 1 |
| Castlemorton | Castlemorton | | open |
| Severn Stoke and Croome D'arbitot | Clifton | | 4 |
| Clifton Upon Teme | Clifton upon Teme | | 1 |
| Bayton | Clows Top | | 2 |
| Eldersfield | Corse Lawn | 3 | 4 |
| Broadwas and Cotheridge | Cotheridge | | open |
| Astley and Dunley | Dunley | | 4 |
| Lindridge | Eardiston | 3 | 4 |
| Earls Croome | Earls Croome | | 4 |
| Eastham | Eastham | | 4 |
| Astley and Dunley | Frith Common | | open |
| Lindridge | Frith Common | | open |
| Hanley Castle | Gilberts end | | open |
| Great Witley and Hillhampton | Great Witley | | 1 |
| Kempsey | Green Street | | open |
| Grimley | Grimley | | 3 |
| Guarlford | Guarlford | | 4 |
| Hallow | Hallow | | 1 |
| Hanley Castle | Hanley castle | 3 | 4 |
| Hanley | Hanley Childe | | 4 |
| Hanley Castle | Hanley swan | | 1 |
| Severn Stoke and Croome D'arbitot | High Green | | open |
| Holt | Holt Heath | 3 | 2 |
| Kempsey | Kempsey | | 1 |
| Kempsey | Kerswell Green | | 4 |
| Severn Stoke and Croome D'arbitot | Kinnersley | | open |
| Knighton-on-Teme | Knighton | | 4 |
| Knightwick and Doddenham | Knightwick | | 3 |

| Parish | Village/ Settlement | 2012 | 2019 |
|---|---|---|---|
| Leigh and Bransford | Leigh | | 4 |
| Leigh and Bransford | Leigh Sinton | 2 | 3 |
| Lindridge | Lindridge | 3 | 3 |
| Little Witley | Little Witley | | 4 |
| Longdon, Holdfast and Queenhill | Longdon | | 4 |
| Lower Broadheath | Lower Broadheath | | 1 |
| Lower Sapey | Lower Sapey | | open |
| Madresfield | Madresfield | | 4 |
| Mamble | Mamble | | 3 |
| Martley | Martley | | 1 |
| Pensax | Menithwood | | 4 |
| Grimley | Monkwood | | open |
| Ripple | Naunton | | open |
| Newland | Newland | | 4 |
| Knighton-on-Teme | Newnham Bridge | | 4 |
| Pendock | Pendock | 3 | 4 |
| Pensax | Pensax | | 4 |
| Powick | Powick (inc. colletts green) | | 2 |
| Ripple | Ripple | 3 | 4 |
| Rushwick | Rushwick | 2 | 3 |
| Ripple | Ryall and Holly Green | 3 | 4 |
| Birtsmorton | Rye Street | | open |
| Severn Stoke and Croome d'arbitot | Severn Stoke | | 4 |
| The Shelsleys | Shelsley Beauchamp | | 4 |
| Hallow | Shoulton | | open |
| Shrawley | Shrawley | | 3 |
| Grimley | Sinton Green | | 4 |
| Leigh and Bransford | Smith End Green | | 4 |
| Stanford with Orleton | Stanford Bridge | | open |
| Stanford with Orleton | Stanford on Teme | | 4 |
| Stockton on Teme | Stockton on Teme | | 4 |
| Stoke Bliss, Kyre and Bockleton | Stoke Bliss | | 4 |
| Kempsey | Stonehall | | 4 |
| Suckley | Suckley | 2 | 1 |
| Upton upon Severn | Tunnel Hill | 3 | 2 |
| Ripple | Uckinghall | | open |
| Rochford | Upper Rochford | | 4 |
| Malvern Wells | Upper Welland | 3 | 4 |
| Little Malvern and Welland | Welland | | 1 |
| Kenswick and Wichenford | Wichenford | | 4 |

# Wychavon Villages and Settlements – VFRTS Classification 2019

| green | settlement goes down in ranking compared with 2012 |
| red | settlement goes up in ranking compared with 2012 |
| black | settlement stays the same in ranking as 2012 |

| Parish | Village/Settlement | 2012 | 2019 |
|---|---|---|---|
| Abberton | Abberton | | 4 |
| Abbots Morton | Abbots Morton | | 4 |
| Badsey | Aldington | | 4 |
| Ashton Under Hill | Ashton Under Hill | | 2 |
| Hinton on the Green & Aston Somerville | Aston Somerville | | 4 |
| Atch Lench | Atch Lench | | open |
| Badsey | Badsey | | 1 |
| Beckford | Beckford | | 2 |
| North Claines | Bevere | | 4 |
| Birlingham | Birlingham | | 4 |
| Bishampton and Throckmorton | Bishampton | | 3 |
| Badsey | Blackminster | 3 | 4 |
| Bredon and Bredon's Norton | Bredon | | 1 |
| Bredon and Bredon's Norton | Bredons Hardwick | | 4 |
| Bredon and Bredon's Norton | Bredon's Norton | | 4 |
| Bretforton | Bretforton | | 2 |
| Pebworth | Broad Marston | 3 | 4 |
| Broadway | Broadway | | 1 |
| Broughton Hackett | Broughton Hackett | | 4 |
| Charlton | Charlton | | 4 |
| Childswickham | Childswickham | | 4 |
| Church Lench | Church Lench | 3 | 2 |
| Cleeve Prior | Cleeve Prior | 3 | 2 |
| Overbury | Conderton | 3 | 4 |
| Cookhill | Cookhill | | 4 |
| Cropthorne | Cropthorne | | 2 |
| Hartlebury | Crossway Green | 3 | 4 |
| Crowle | Crowle and Crowle Green | 3 | 2 |
| Elmley Lovett | Cutnall Green | | 3 |
| Defford and Besford | Defford | 3 | 2 |
| Drakes Broughton and Wadborough | Drakes Broughton | 2 | 1 |
| Saleway (Formerly Himbleton PC) | Dunhampstead | | 4 |

| Parish | Village/Settlement | 2012 | 2019 |
|---|---|---|---|
| Eckington | Eckington | | 2 |
| Elmbridge* (not surveyed in 2012) | Elmbridge | | 4 |
| Elmley Castle and Netherton | Elmley Castle | 3 | 2 |
| North Claines | Fernhill Heath | 2 | 1 |
| Fladbury | Fladbury | 2 | 4 |
| Flyford Flavell | Flyford Flavell | 2 | 3 |
| Grafton Flyford | Grafton Flyford | | 4 |
| Great Comberton | Great / Little Comberton | | 4 |
| Saleway (formally Hadzor PC) | Hadzor | | open |
| Hampton Lovett and Westwood | Hampton Lovett | | 4 |
| Hanbury | Hanbury | | 3 |
| Hartlebury | Hartlebury | | 1 |
| Harvington | Harvington | 2 | 1 |
| Norton Juxta Kempsey | Hatfield | | open |
| Saleway (Formerly Himbleton PC) | Himbleton | 3 | 2 |
| Hindlip | Hindlip | | 4 |
| Hinton on the Green | Hinton on the Green | | 4 |
| Honeybourne | Honeybourne | | 1 |
| Saleway (Formerly Huddington PC) | Huddington | | open |
| Inkberrow | Inkberrow | | 1 |
| Kemerton | Kemerton | 3 | 4 |
| Kington and Dormston | Kington and Dormston | | 4 |
| Bredon and Bredon's Norton | Kinsham | | 4 |
| Norton Juxta Kempsey | Littleworth | | 3 |
| Hill and Lower Moor | Lower Moor | 3 | 2 |
| Martin Hussingtree | Martin Hussingtree | | 4 |
| Naunton Beauchamp | Naunton Beauchamp | | open |
| Elmley Castle and Netherton | Netherton | | open |
| North and Middle Littleton | North and Middle Littleton | | 3 |
| Ombersley | Northampton | | 4 |
| Norton and Lenchwick | Norton and Lenchwick | | 4 |
| Norton Juxta Kempsey | Norton Juxta Kempsey | | 3 |
| Saleway (Formerly Himbleton PC) | Oddingley | | open |
| Offenham | Offenham | | 1 |
| Ombersley | Oldfield | | 4 |
| Ombersley | Ombersley | | 1 |
| Overbury | Overbury | | 2 |
| Pebworth | Pebworth | | 3 |

| Parish | Village/Settlement | 2012 | 2019 |
|---|---|---|---|
| Peopleton | Peopleton | 3 | 4 |
| Pinvin | Pinvin | | 2 |
| Rous Lench | Rous Lench | | 4 |
| Saleway (Formerly Huddington PC) | Sale Green | | 4 |
| Sedgeberrow | Sedgeberrow | 2 | 3 |
| South Littleton | South Littleton | | 2 |
| Stock and Bradley | Stock and Bradley | | 4 |
| Dodderhill | Stoke Prior | | 3 |
| Stoulton | Stoulton and Hawbridge | | 4 |
| Strensham | Strensham | | 4 |
| Hartlebury | Summerfield | | 4 |
| Ombersley | Sychampton | | open |
| Bishampton and Throckmorton | Throckmorton | | 4 |
| Tibberton | Tibberton | 3 | 2 |
| Ombersley - Uphampton | Uphampton | | open |
| Upton Snodsbury | Upton Snodsbury | 2 | 1 |
| Upton Warren | Upton Warren | 3 | 4 |
| Drakes Broughton and Wadborough | Wadborough | | 4 |
| Bredon and Bredon's Norton | Westmancote (and Lower Westmancote) | | 4 |
| White Ladies Aston | White Ladies Aston and Sneachill | | 4 |
| Whittington | Whittington | 3 | 2 |
| Wick | Wick | | 4 |
| Wickhamford | Wickhamford | | 4 |
| Dodderhill | Wychbold | | 1 |
| Wyre Piddle | Wyre Piddle | | 4 |