

PROJECT: AMESBURY REPRESENTATIONS

TECHNICAL NOTE: ACCESS TO SERVICES NOTE

1

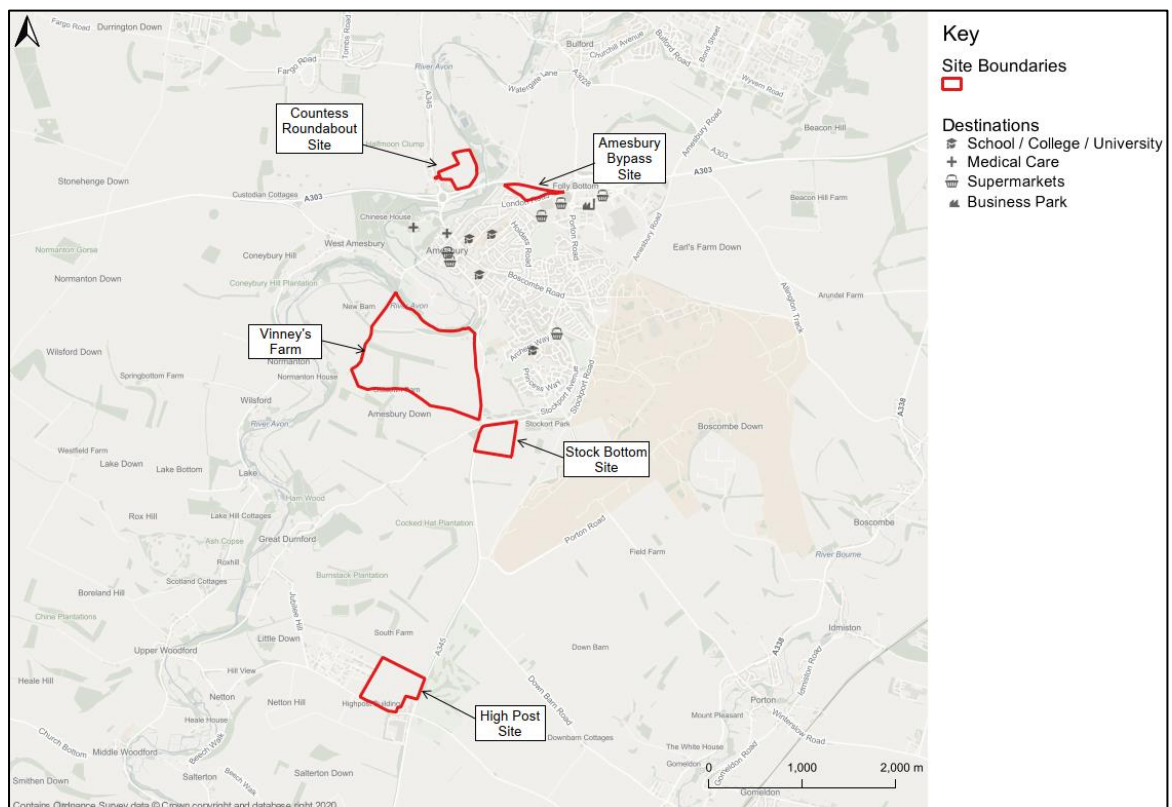
1 INTRODUCTION

1.1 NOTE PURPOSE

1.1.1 This technical note has been produced to evaluate the connectivity from each of the sites put forward in the Wiltshire Local Plan call for sites to key local amenities.

1.1.2 **Figure 1-1** below shows the development sites to be evaluated outlined in red, with the key destination icons in black.

Figure 1-1: Map showing Sites and Key Amenities



1.1.3 This note focuses on assessing the pedestrian connectivity of the site, charting the walk times from each of the sites to selected key destinations.

1.1.4 The key destinations have been selected as those most closely matching the destination types specified by the Department for Transport in its Core Accessibility Indicators Guidance (2014). The standard accessibility statistics measure access to eight key services. These are:

- Employment Centres
- Primary Schools
- Secondary Schools
- Further Education Institutions
- GPs
- Hospitals



- Foot Stores
- Town Centres

1.1.5 The guidance provides upper and lower journey time thresholds for access to the services as reproduced in Table 1-1, below. The lower threshold is based on the median journey time by all modes, and the upper threshold is based on the 85th percentile journey time.

Table 1-1:DfT accessibility indicator Journey time thresholds

Service	Lower threshold (mins)	Upper threshold (mins)
Employment	20	40
Primary School	15	30
Secondary School	20	40
Further Education	30	60
GP	15	30
Hospital	30	60
Food store	15	30
Town centre	15	30

1.1.6 The relevant key destinations within Amesbury are listed within their accessibility categories below, in **Table 1-2**.

Table 1-2: Key destinations used

CORE ACCESSIBILITY INIDCATOR	DESTINATION
Employment	Boscombe Down
	London Road
	Solstice Park
Primary School	Amesbury Archer Primary School
	Christ the King Catholic Primary School
	Amesbury Church of England Primary School
Secondary School	The Stonehenge School
Food Store	TESCO Solstice Park
	Co-Op
	ALDI
	Co-Op Boscombe Down
	Co-Op Solstice Park
	Lidl
GP	Amesbury Health Centre
	St Melor Surgery
	Barcroft Medical Centre
Town Centre	Amesbury town Centre

1.2 WALKABILITY

1.2.1 The Guidelines for Providing for Journeys on Foot (Institution of Hihgways and Transportation, 2000) provides a table of acceptable walking distances, which is reproduced as **Table 1-3**, below.



Table 1-3: Suggested Acceptable Walking Distances (IHT, 2000, Table 3.2)

	TOWN CENTRES (M)	COMMUTING / SCHOOL SITE SEEING (M)	ELSEWHERE (M)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

1.2.2 These distances are for people without mobility impairment and it is suggested in the guidelines that these may be used for planning and evaluation purposes.

1.2.3 Average walking pace is around 80m per minute (3mph / 4.8kph), and can be used to convert the acceptable walking distances into walking times as set out in Table 1-4, below.

Table 1-4: Suggested Acceptable Walking Times (minutes)

	TOWN CENTRES	COMMUTING / SCHOOL SITE SEEING	ELSEWHERE
Desirable	2.5	6.25	5
Acceptable	5	12.5	10
Preferred Maximum	10	25	15

1.2.4 Although Food Stores and GPs are not specifically listed these would logically follow the acceptable walking times for Town Centres and Elsewhere, respectively.

ASSESSMENT PARAMETERS

1.2.5 Within the assessment of the walking distances to the destinations we have used the colour coding categorisation (set out in **Table 1-5**) to identify how each site performs in terms of walking connectivity to each destination.

Table 1-5: Colour coded categorisation of walking distance accessibility from site to destination

ACCESSIBILITY CATEGORISATION
0 to Desirable
Desirable maximum to Acceptable
Acceptable up to Preferred Maximum
In excess of Preferred Maximum

1.2.6 Given the size of some of the sites, the walk times for each site were calculated from a mid-point, the nearest point and the farthest point within each site (relative to the relevant destination). Walking times and distances were calculated using QGIS.

1.2.7



2 ASSESSMENT

2.1 AMESBURY BYPASS

2.1.1 The Amesbury bypass site lies approximately 1km to the North of Amesbury town centre. The site is bound by the A303 Amesbury Bypass to the North and industrial buildings to the South East and South West.

2.1.2 **Figure 2-1** below shows a map of the Amesbury Bypass site, with the three points from which measurements were taken displayed.

Figure 2-1: Map showing Amesbury Bypass site with reference site



Table 2-1: Key destination walk times to/from the Amesbury Bypass site

AMESBURY BYPASS SITE SUMMARY				
Indicator	Destination	Closest	Middle	Far
Employment	Boscomb Down	25	23	20
	London Road	2	4	2
	Solstice Park	8	10	6
Primary Schools	Amesbury Archer Primary School	26	28	31
	Christ the King Catholic Primary School	13	15	18
	Amesbury Church of England Primary School	11	12	15
Secondary School	The Stonehenge School	7	9	11
Food Store	TESCO Solstice Park	3	4	7
	Co-Op	13	15	18
	ALDI	14	15	18
	Co-Op Boscombe Down	23	25	28
	Co-Op Solstice Park	13	15	8
	Lidl	6	7	2
GP	Amesbury Health Centre	15	16	18
	St Melor Surgery	15	16	18
	Barcroft Medical Centre	12	14	16
Town Centre	Amesbury town Centre	15	17	19

2.1.3 **Table 2-1** above shows at least one Primary School, Secondary School, grocery shop and employment site within an acceptable walk time from the site, and many destinations within the preferred maximum walking time.

2.2 COUNTESS ROUNDABOUT

2.2.1 The Countess Roundabout site lies approximately 0.8km to the North of Amesbury. The site is bound by the A303 Amesbury Bypass to the South, fields to the North, a small forest to the East and residential dwellings and fields to the West. A portion of the sites South West corner contains a service station and hotel.

2.2.2 **Figure 2-3** below shows a map of the Countess Roundabout site, with the three points from which measurements were taken displayed below shows the walk time in minutes from the closest, mid and farthest points within the site to the key destinations.

Figure 2-2: Map showing Countess Roundabout site with reference points



Table 2-2: Key destination walk times to/from the Countess Roundabout site

COUNTESS ROUNDABOUT SITE SUMMARY				
Indicator	Destination	Closest	Middle	Far
Employment	Boscomb Down	36	40	44
	London Road	21	25	29
	Solstice Park	39	43	45
Primary Schools	Amesbury Archer Primary School	34	38	40
	Christ the King Catholic Primary School	18	21	24
	Amesbury Church of England Primary School	14	17	19
Secondary School	The Stonehenge School	21	24	26
Food Store	TESCO Solstice Park	15	17	20
	Co-Op	16	18	21
	ALDI	37	41	44
	Co-Op Boscombe Down	38	41	44
	Co-Op Solstice Park	29	32	35
	Lidl	15	17	20
GP	Amesbury Health Centre	18	21	24
	St Melor Surgery	18	21	24
	Barcroft Medical Centre	15	18	21
Town Centre	Amesbury town Centre	12	15	18

2.2.3 **Table 2-2** above shows that access to education, employment and healthcare can be achieved on foot within the preferable maximum walking times.

2.3 STOCK BOTTOM

2.3.1 The Stock Bottom site lies approximately 2km to the South of Amesbury, near the existing Archers/ Kings Gate Bloor Homes development sites. The site is bound by the A345 to the West, Stockport Road to the North and fields to the East and West.

2.3.2 **Figure 2-3** below shows a map of the Stock Bottom site, with the three points from which measurements were taken displayed.

Figure 2-3: Map showing Stock Bottom Site with reference points



Table 2-3: Key destination walk times to/from the Stock Bottom site

STOCK BOTTOM SITE SUMMARY				
Indicator	Destination	Closest	Middle	Far
Employment	Boscomb Down	20	22	24
	London Road	38	40	42
	Solstice Park	46	51	54
Primary Schools	Amesbury Archer Primary School	19	23	27
	Christ the King Catholic Primary School	29	33	37
	Amesbury Church of England Primary School	35	40	44
Secondary School	The Stonehenge School	34	38	42
Food Store	TESCO Solstice Park	45	50	54
	Co-Op	35	40	43
	ALDI	35	40	43
	Co-Op Boscombe Down	21	25	28
	Co-Op Solstice Park	46	51	54
	Lidl	43	48	51
GP	Amesbury Health Centre	31	33	35
	St Melor Surgery	31	33	35
	Barcroft Medical Centre	32	34	36
Town Centre	Amesbury town Centre	32	34	36

2.3.3 **Table 2-3** shows that the Amesbury Archer Primary school and Boscomb Down employment area fall within the preferable maximum walking times from the site. The site would require some off-site highway works to provide adequate footways linking to Stockport Avenue.



2.4 VINNEY'S FARM

2.4.1 This site lies approximately 1km from the town of Amesbury and is bound by the A345 to the East, the River Avon to the North and fields to the West and South.

2.4.2 **Figure 2-4** below shows a map of the Stock Bottom site, with the three points from which measurements were taken displayed.

Figure 2-4: Map showing Vinney's Farm site and reference points



Table 2-4: Table Key destination walk times to/from the Vinney's Farm site

VINNEY'S FARM SITE SUMMARY				
Indicator	Destination	Closest	Middle	Far
Employment	Boscomb Down	30	34	38
	London Road	26	30	34
	Solstice Park	36	45	55
Primary Schools	Amesbury Archer Primary School	13	21	31
	Christ the King Catholic Primary School	18	26	36
	Amesbury Church of England Primary School	24	33	43
Secondary School	The Stonehenge School	23	31	41
Food Store	TESCO Solstice Park	32	41	51
	Co-Op	24	32	42
	ALDI	24	32	43
	Co-Op Boscombe Down	17	24	35
	Co-Op Solstice Park	36	45	55
	Lidl	33	41	52
GP	Amesbury Health Centre	12	16	20
	St Melor Surgery	12	16	20
	Barcroft Medical Centre	14	18	22
Town Centre	Amesbury town Centre	13	17	21

2.4.3 **Table 2-4** above shows that some employment, Primary School, Secondary School and Healthcare access could be achieved on foot within the preferable maximum walktimes.

2.4.4 It should be noted that there are no accessible pedestrian routes to Vinney's Farm, at present, and this site would require the most significant infrastructure improvements of any of the sites to facilitate any meaningful level of pedestrian / cycle connectivity to Amesbury. The following minimum infrastructure improvements would be required:

- Speed reduction on the A345 Salisbury Road from 60mph to 30mph
- Narrowing of the carriageway of the A345 Salisbury Road to enable creation of a footway / cycleway on the western side of the road
- Controlled crossings (zebra or signals) across the A345 Salisbury Road towards Southmill Hill, and controlled crossing points across Southmill Hill.
- Metalled footway /cycleway from Southmill Hill to Rushworth Row.

2.5 HIGH POST

2.5.1 This site lies approximately 4.6 km South of the town of Amesbury, and is bound by the A345 to the East, fields to the North a commercial facility to the West and a small road to the South. A portion of the South East corner of the site is occupied by a service station, hotel and commercial unit.

2.5.2 Walking routes from the High Post site to key amenities have not been calculated due to the sites isolated location, no footways are provided along the A345. A bus stop adjacent to the site provides frequent bus services (5 per hour) to Amesbury and other destinations such as Salisbury using X4, X5 and Activ8 Salisbury Reds bus services.



3 SUMMARY

- 3.1.1 Table 3-1 summarises the pedestrian accessibility of each site to its nearest destination in each accessibility category.

Table 3-1: Summary pedestrian walk times to from key amenities by site

Distance from site to closest amenity in each category (mins)					
Amenity	Site				
	Amesbury Bypass	Countess Roundabout	Stock Bottom	Vinney's Farm	High Post
Employment	2	21	32	26	N/A
Primary School	11	14	19	13	N/A
Secondary School	7	21	34	23	N/A
Food Store	2	15	21	17	N/A
GP	13	10	36	12	N/A
Town Centre	15	12	32	13	N/A

- 3.1.2 As can be seen, the Amesbury Bypass site provides the best location in relation to pedestrian accessibility to a range of amenities.
- 3.1.3 The High Post Site performs worst, due to its remoteness from existing facilities.
- 3.1.4 The other three sites are all relatively remote from many amenities, although they would provide pedestrian access to a range of facilities within the preferable maximum walking times.
- 3.1.5 The Countess Roundabout Site benefits from its existing infrastructure connections to Amesbury via the Countess Roundabout underpass, whereas Stock Bottom would require some off-site pedestrian and cycle improvements and Vinneys Farm would require extensive alterations to the A345. Each of these sites would need some level of off-site infrastructure improvements to facilitate access on foot and by bicycle, as this would not be possible with the existing infrastructure arrangements.
- 3.1.6 In broad terms of ease of delivery and minimised cost of off-site infrastructure delivery we deliver appropriate pedestrian accessibility to each category of amenity. The Countess Roundabout site performs next best and has the potential to provide reasonable pedestrian access to all categories of amenity.



- 3.1.7 The remaining sites (Stock Bottom, Vinneys Farm and High Post) are all remote from existing facilities and services and would likely result in car dominated development with no real prospect of encouraging walking, cycling or public transport use. These three sites do not appear to be suitable for significant development in transport terms.

