

TECHNICAL NOTE

Job Name: Nuneaton and Bedworth District Centre Accessibility Assessments
Job No: 28810-004
Note No: 001
Date: 22 August 2013
Prepared By: Neil Bateman
Subject: Analysis of Access to District Centres

Item	Subject
1.	<p>Introduction</p> <p>Peter Brett Associates LLP (PBA) was appointed by Warwickshire County Council (WCC) to provide analysis of access via car, bus, walking and cycling to District Centres, as defined by the Borough Council, within Nuneaton and Bedworth borough using the CITEware strategic transport model and CITEware Bus. This was intended to consider the current accessibility to District Centres from existing housing. An assessment was be made to ascertain:</p> <ul style="list-style-type: none"> • Travel times via car to Nuneaton and Bedworth Borough Council (NBBC) District Centres. • Travel times via walking/cycling to NBBC District Centres • What the current thresholds are for residents across the Borough <p>Mapping of district centres and housing within the Borough to identify deficits was also undertaken.</p>

DOCUMENT ISSUE RECORD

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2.	<p>Assessment</p> <p>The assessment was be undertaken using CITEware for road traffic and CITEware Bus for calculation of public transport journey times (Appendix A)</p> <p>CITEware includes information on peak hour journey times based on the average link speed extracted form Satellite Navigation records (DfT NI167 dataset). A freeflow assessment was undertaken by incorporating the off peak vehicle speed extracted from the NI167 dataset into CITEware</p> <p>Average cycling and walking speeds are already included in CITEware; these are respectively 4.8kph and 16kph.</p> <p>Travel times to each district centre from housing zones has been mapped based on this information</p>
3.	<p>Thresholds</p> <p>Research of other Local Authority studies/planning guidance has been used to inform acceptability thresholds. WCC initial view was that this should be based on the DfT Statistical release (Jul 2012) on accessibility (Appendix B). This considered the average minimum travel time to seven key services. For a district centre this measurement would be assumed to be the maximum travel time, which in this case was approximately 8 minutes. This has been taken as the threshold for access to a district centre in this study.</p> <p>It is likely that acceptability thresholds will increase as a reaction to the general increase in journey times across the borough. The DfT Accessibility Statistical release highlights a trend for these thresholds to increase. Therefore in the future an assessment of the overall increase in journey times up to 2028 will inform a proportional uplift in the acceptability threshold.</p>
4.	<p>CITEware</p> <p>CITEware incorporates journey time data (DfT NI167) in order to calculate travel time by car, and distance is used to calculate journey time for pedestrians and cyclists.</p> <p>CITEware Bus incorporates CIF data (public transport data also used to provide information to Travelline) to provide bus network information and in this assessment direct journeys have been assessed and an allowance of 400m walking incorporated at either end of the modelled journeys.</p>



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Results

	Queens Road	Horeston Grange	Bulkington Village Centre	Attleborough	Abbey Green	Copper Beech Road
Population within 5 minutes drive	2,344	1,498	2,030	2,792	1,579	1,170
Population within 10 minutes drive	8,164	10,489	9,237	9,395	8,093	5,685
Population within 5 minutes walk	26	53	48	113	26	114
Population within 10 minutes walk	169	134	145	172	165	114
Population within 5 minutes cycle	415	134	399	672	521	114
Population within 10 minutes cycle	2,917	1,070	968	2,882	2,082	1,049
Population within 8 minutes drive catchment	5,282	6,448	5,291	5,992	5,737	3,108
Population within 8 minutes walk catchment	143	134	97	172	139	114
Population within 8 minutes cycle catchment	1,791	567	762	2,170	1,167	651
Average journey to work time by car for workers in the district centre	9	9	7	7	9	8

Plots showing the accessibility plots by mode to the District Centres are provided in Appendix C.

