

Technical Note 01

Project:	35 Burr ridge Road	Office:	Bristol
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1 INTRODUCTION

- 1.1 This Technical Note summarises the existing baseline transport conditions surrounding the site. This Technical Note has been prepared at this stage to provide a concise summary of the baseline conditions to establish the current walking, cycling, public transport and traffic conditions for the proposed development of the land to the rear of 35 Burr ridge Road.

2 EXISTING CONDITIONS

- 2.1 Tetra Tech have reviewed the nationally available accessibility guidance prepared by the government and professional transport institutions for walking, cycling and public transport.

BEST PRACTICE GUIDANCE

- 2.2 The Fareham Borough Council (FBC) Background Paper: Accessibility Study (2018) sets out accessibility standards for developments, providing suggested walking distances to key facilities. However, as the document itself acknowledges, some of the evidence base used to inform the document is dated, with reports from as far back as 2000 being used for reference. Consequently, a review using more updated evidence has been undertaken to determine what is considered to be an acceptable walking and cycling distance to local facilities, services and amenities.
- 2.3 The Chartered Institute of Highways and Transport (CIHT) guidance document 'Planning for Walking' (April 2015) states that 80% of journeys shorter than 1.6km are made wholly on foot with 20% for journeys that are 1.6km to 3.2km long also being undertaken on foot.
- 2.4 The Chartered Institution of Highways and Transport (IHT) guidance document 'Buses in Urban Developments' (January 2018) recommends a maximum walking distance to bus stops of 300 metres when accessing less frequent services.
- 2.5 The National Travel Survey (NTS) 2014 (September 2015), recorded that pedestrian will walk on average 624m to bus stops, when using a local bus as the main part of a local trip, with an 85th percentile distance of 800m, as referenced in the WYG report "How far is it acceptable to walk? (2018)", which is referenced in the

FBC Background Paper: Accessibility Study 2018. Given that the Background Paper indicates that a walking distance to bus stops of 400m should be considered the standard, this is contrary to the report’s own evidence base, and an increased walking distance to bus stops can be considered acceptable. The report cited in the Background Paper states that the following walk distances should be used for planning purposes.

	Mean	85 th Percentile
Walk as main mode of travel	1,150m	1,950m
Walk to bus stop	580m	800m
Walk to railway station	1,010m	1,610m

2.6 The Background Paper states that:

“The time-distance standards are an indication of the maximum preferred distance for walking to facilities. It is felt that beyond these distances, the majority of able-bodied people would begin [to] consider taking alternative modes of transport in particular, the private car to make journeys. It is acknowledged however, that there will always be exceptions to the rule in both directions. As such, this study acts as a guide and tool to enable the creation and a judgement to be made on sustainable development in Fareham.”

2.7 Consequently, there is a degree of flexibility when applying the standards set out the Background Paper, and the evidence presented above indicates that longer walking distances can be considered appropriate.

2.8 It is of particular note in the extract above that the Background Paper states that “it is felt that” the limits set are the level at which the majority of people would “consider” taking alternative modes of transport. As stated previously, the evidence cited in the report indicates that the average walking distance to a bus stop is 580m, and the 85th percentile distance is 800m, both of which are significantly above the 400m given in the Background Paper.

2.9 Therefore, it is considered that a walking distance of at least 800m is accessible for access to a bus stop, and bus stops within this distance of a site can be considered to provide a viable sustainable transport option that avoids the need for residents to use a car. It is also considered that walking distances of up to 1,950m as a main mode of travel, and 1,610m to a railway station are also appropriate.

CYCLING

2.10 The Background Paper also makes no reference to any other method of sustainable travel than walking. Cycling presents an accessible modal choice for the majority of people, and allows facilities beyond walking distance to be reached by a sustainable mode without the need for private car trips. This report therefore considers cycle distances to local facilities. Of particular note is the significant number of employment

locations within the vicinity of the site that can be reached by bike, given the presence of showers, changing facilities, secure cycle parking and lockers at the majority of workplaces.

SITE LOCATION

- 2.11 The site is located on the north-western edge of the village of Burr ridge, Fareham. The site comprises of open land to the rear of the property at 35 Burr ridge Road. The site is bound by the existing residential properties / Burr ridge Road to the north, east and west, and by woodland / pastureland to the south.

LOCAL FACILITIES

- 2.12 There are several services and facilities to support residents provided within Burr ridge. **Table 2.1** provides a summary of the local facilities within proximity of the site and the approximate walking and cycling times, using an average walking speed of 4.8 km/hr and an average cycling speed of 16km/hr.

Table 2.1 Distance to Key Local Facilities

Facility	Approximate Distance (Meters)	Accessibility Background Paper Standard Compliant	Approximate Walking Time (Minutes)	Approximate Cycling Time (Minutes)
Burridge Bus Stop	350	✓	4	1
Burridge Village Hall, Recreation Ground and Scout Hut	650	✓	8	4
Burridge Dental Practice	800	✓	9	2
Burridge Cricket Club	900		12	3
Timor Bus Stop	1000		13	3
Cornerstone Primary School	1100	✓	13	3
The Elm Tree Inn	1300		16	4
The Barm Friends Farm	1300		16	4
Everetts Pharmacy	1600		20	5
The Whiteley Surgery	1700		20	5
Fair Ways School	2000		24	7
My Dentist	2000		24	7
Tesco Superstore	2200		28	8
Swanwick Rail Station	2200		28	8
Whiteley Shopping Centre	2300		28	9
Meadowside Leisure Centre	2300		28	9
Lidl	2400		30	10
Swanwick Lakes Nature Reserve	2400		30	10
NATS Swanwick	2400		30	10
Fulcrum Employment Zone	2700		34	10
Fareham Community Hospital	3100		-	10
Solent Business Park (inc. NATS Whiteley)	3200		-	11
Springwell Primary School	3400		-	12
Apple Industrial Estate	3500		-	13

2.13 **Table 2.1** shows that several employment opportunities, public transport links, local schools, leisure, healthcare, and grocery facilities are located within proximity of the site. Of these, the following facilities all lie within the walking distances set out in the FBC Background Paper:

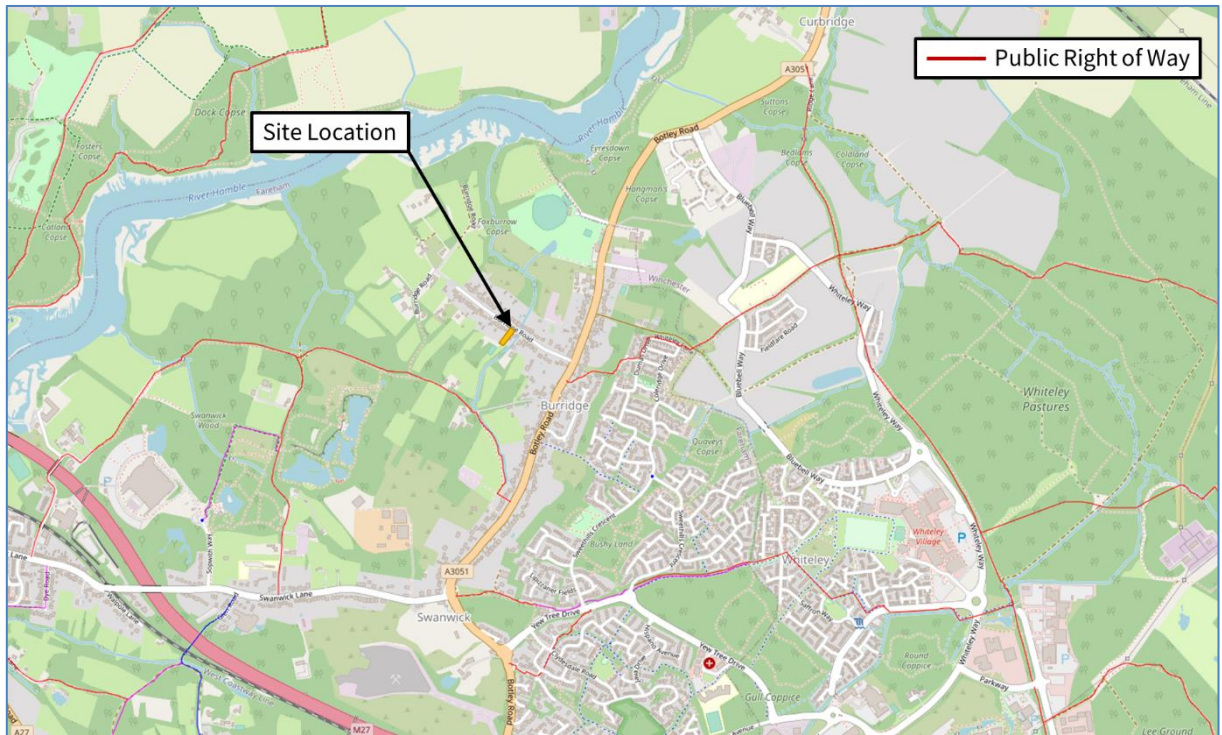
- Bus stops
- Community and Leisure
- Primary School
- Accessible Green Spaces

2.14 Other facilities within 2.4km of the site include pubs, a pharmacy, GP surgery, supermarkets, railway station and employment areas. This is equivalent to a 30 minute walk or 10 minute cycle ride, and these are therefore considered to be accessible by sustainable modes of transport, and can be undertaken by modes other than the private car.

ACCESS BY WALKING

- 2.15 The site benefits from direct connections to the footways on Burrige Road, which link into the wider pedestrian network surrounding the site. The pedestrian footways running alongside Burrige Road will provide onward connections for residents to the established local routes and Public Rights of Way (PROWs). Pedestrian connections to these routes will enable site residents to walk to local facilities and employment.
- 2.16 Burrige Road provides street-lit footways on both sides of the carriageway which provide a connection into the pedestrian footways on Botley Road. Botley Road benefits from lit footways on both sides of the carriageway northbound and on the eastern edge of the carriageway southbound into Swanwick.
- 2.17 Within Burrige, crossing points on Botley Road take the form of dropped kerbs with tactile paving. Within Swanwick, at the junctions with Swanwick Lane and the Botley Road / Yew Tree Drive roundabout pedestrian refuges are provided to aid pedestrian movements.
- 2.18 PROWs are also accessible in the vicinity of the site, with a footpath routing northeast of the site from Botley Road, through Whiteley Pastures into Curbridge and Whiteley. Another footpath is accessible to the south via Botley Road. This footpath provides a connection southwest into Swanwick and Lower Swanwick. The location of the PROWs is shown in **Figure 2.1**.

Figure 2.1 PROWs



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2.19 The footways, footpaths, PROWs and crossing points form part of the pedestrian infrastructure network for Burridge and the surrounding villages, accommodating the safe and sustainable movement of pedestrians through the area. The Site is therefore well suited to encourage future site users to use walking as a primary mode when travelling to/from the site to local amenities, employment locations and for leisure uses.

ACCESS BY CYCLING

2.20 The site gains its cycle access from Burrige Road. There is limited dedicated cycle infrastructure within the proximity of the Site, with cycle trips undertaken along the road network. The local network is considered suitable for cycling, with relatively flat gradients and 30mph speed limits in place within the vicinity of the site.

2.21 A shared cycleway / footway is provided approximately 550m south of the Site and is accessed via Botley Road just south of the junction with Caigers Green. This shared cycleway / footway provides an off-road link from Botley Road to Sweethills Close, through Gull Coppice Park, Meadowside Play Park and onwards to Whiteley Shopping Centre.

2.22 Southampton and several towns and villages are locally accessible by cycling from the development site, with Southampton accessible within a 40-minute cycle, Fareham accessible within a 39-minute cycle and Wickham accessible within a 34-minute cycle. The site is therefore well suited to encourage future site users to undertake local trips by cycling.

ACCESS BY BUS

- 2.23 The 'Burrige Road' bus stops are located approximately 350m (4-minute walk) from the Site. The southbound stop is marked and benefits from timetabling information while the northbound stop is unmarked and operates as a hail and ride stop.
- 2.24 An additional bus stop is located approximately 1km (13-minute walk) southeast of the Site. This is the 'Timor Close' bus stop located on Sweethill Crescent, which benefits from additional services.
- 2.25 The 'Timor Close' bus stop is marked and benefits from timetabling information, a raised kerb, and a hatched box on the road.
- 2.26 **Table 2.2** provides a summary of the services from the 'Burrige Road' and 'Timor Close' bus stops.

Table 2.2 Bus Service Summary

Bus Service	Route	Frequency		
		Mon-Fri	Sat	Sun
Burridge Road				
26 ^H (Tuesday & Thursday Only, Bookable Service)	Wilden – Burridge	12:29 and 14:29 2 Daily	-	-
	Burridge – Wilden	10:01 1 Daily	-	-
27 ^H (Monday & Friday Only, Bookable Service)	Park Gate – Curbridge	12:14 and 14:14 2 Daily	-	-
	Curbridge – Park Gate	10:01 1 Daily	-	-
618 ^B (Wednesday to Friday, School Service)	Eastleigh - Whiteley	16:41 1 Daily	-	-
	Whiteley – Eastleigh	07:39 1 Daily	-	-
Timor Close				
28 ^F (Wednesday to Friday Service)	Whiteley – Fareham	15:40 and 17:20 2 Daily	-	-
	Fareham – Whiteley	08:38 1 Daily	-	-
28A ^F (Wednesday to Friday Service)	Whiteley – Fareham	07:08 – 13:08 4 Daily	09:08 – 13:08 3 Daily	-
	Fareham – Whiteley	10:39 – 15:04 3 Daily	10:39 and 12:39 2 Daily	-
611 ^B (Wednesday to Friday, School Service)	Eastleigh – Stubbington	14:48 1 Daily	-	-
	Stubbington – Eastleigh	09:44 1 Daily	-	-
RED ^F (Wednesday to Friday Service)	Meteor Way in Grounds Fareham CEMAST – Whiteley	15:28 and 18:18 2 Daily	-	-
	Whiteley - Meteor Way in Grounds Fareham CEMAST	07:31 1 Daily	-	-

^HHampshire Community Transport, ^BBluestar, ^FFirst Portsmouth Fareham & Gosport

2.27 **Table 2.2** demonstrates that there are opportunities for trips by the Site to be generated by bus to Fareham, Whiteley, Eastleigh and Curbridge.

ACCESS BY RAIL

2.28 Swanwick Railway Station is located approximately 2.2km south of the site and can be reached within an 8-minute cycle or via the 28A bus.

- 2.29 Swanwick Rail Station is located on the West Coastway Line and benefits from direct services to Southampton Central, Portsmouth & Southsea, Horsham, Brighton, and London Victoria, with services operated by South Western Railway.
- 2.30 The station provides 96 cycle parking spaces and 80 car parking spaces with 1 accessible space, at a cost of £3.60 a day. Swanwick Railway Station benefits from a ticket office, ticket machines and ramp train access.
- 2.31 **Table 2.3** provides a summary of the travel times to key destinations which are accessible from Swanwick Railway Station.

Table 2.3 Direct Rail Services from Swanwick Railway Station

Destination	Average Frequency	Travel Time
Southampton Central	3 per hour	19 mins
Chichester	2 per hour	35 mins
Horsham	Hourly	74 mins
Brighton	Hourly	93 mins
London Victoria	Hourly	135 mins
Portsmouth & Southsea	Hourly	33 mins

- 2.32 Swanwick Railway Station provides connections to key employment opportunities and facilities within the region. The station provides several opportunities to encourage future site users to undertake wider trips by rail, when accessing employment opportunities and key day to day services.

NORTH WHITELEY COMMITTED INFRASTRUCTURE

- 2.33 As part of the development at the nearby North Whiteley site, the developers have committed to significant walking, cycling and public transport infrastructure, which will benefit residents of the site, with the edge of the North Whiteley site lying a 10-minute walk or 4-minute cycle ride from the site, providing a genuine opportunity for travel by sustainable modes.
- 2.34 The North Whiteley site will be accessible from Burrigge Road via the public right of way to the east of Botley Road or via Whiteley Lane.
- 2.35 Bus services will be increased on the 28 and RED routes. The 28 route will be extended to serve the North Whiteley development, with an increase in frequency to one service per hour.
- 2.36 As the North Whiteley development progresses, the RED service will be expanded to run from Hedge End to Fareham, and see frequency increase to every 30 minutes during the daytime initially (at the occupation of the 800th dwelling), before a 60 minute service is added at evenings and weekends following the occupation of 1,300 dwellings.
- 2.37 A BLUE service will also be introduced, linking North Whiteley to Whiteley and Swanwick, running every 60 minutes.

2.38 North Whiteley will therefore provide future residents of the site with access to more extensive and frequent bus services, as well as secondary and primary schools, commercial uses, local centres, sports facilities and allotments, all within a suitable walking and cycling distance, and therefore accessible by sustainable modes.

3 SUMMARY

- 3.1 The Site is well located to several key services and facilities, which can be accessed within a short walk or cycle ride and therefore presents a range of sustainable modal choices. The Site is located within proximity to several significant employment locations, public transport links and local amenities.
- 3.2 Overall, the location of the site and the availability of public transport offer alternative forms of transport to the private car and provides that potential for trips to and from the site to be undertaken by sustainable non-car modes. The addition of new services as part of the development at North Whiteley will further increase the sustainable travel options and accessible facilities for future residents.