

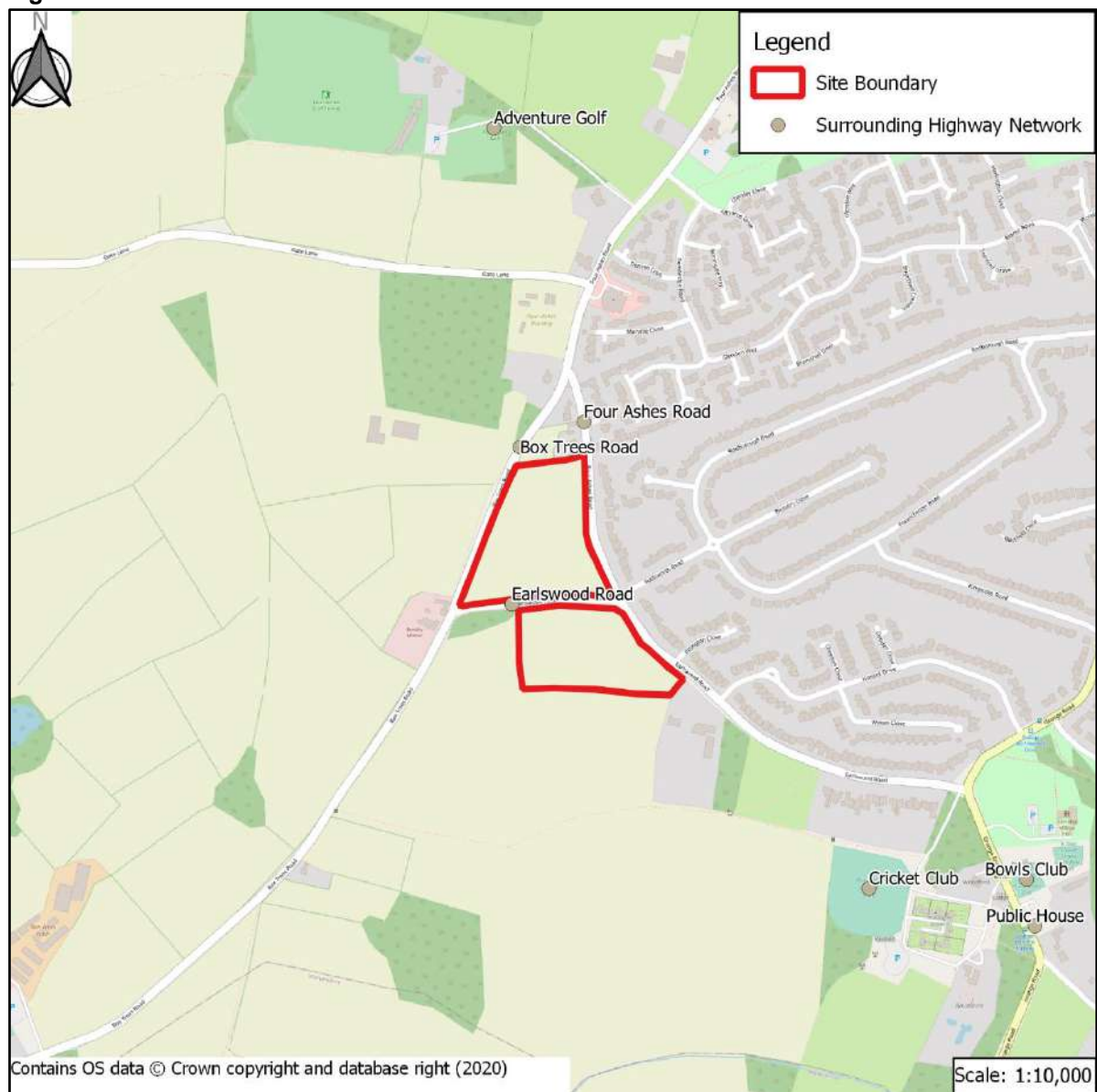
Transport Sustainability and Access Note

Project No.	104763	Prepared by:	Tim Cooke
Client:	L&Q Estates	Approved by:	Chris Holloway
Date:	10 December 2020	Status:	Second Issue
Subject:	Land at Four Ashes Road, Dorridge		

1 Introduction

- 1.1 Pell Frischmann is commissioned by L&Q Estates to provide transport planning and highways consultancy services to support the proposed allocation of a site located off Four Ashes Road in Dorridge in the Solihull Metropolitan Borough council (SMBC) Local Plan Review. The location of the sites is shown on **Figure 1.1**.

Figure 1.1 Site Location



- 1.2 It is proposed that pedestrian and vehicle access to be sites would be achieved from Four Ashes Road. An indicative site layout plan is provided in **Appendix A** which outlines that the northern parcel could be developed for approximately 60 dwellings.
- 1.3 This Technical Note has been produced to set out the sustainability credentials of the sites as well as the proposed access arrangements for the northern site.

2 Site Location

- 2.1 The northern site is a triangular parcel of land bounded by Box Trees Road to the west, Four Ashes Road to the east and Earlswood Road to the south. It comprises of two fields currently in agricultural use and the site is bounded by hedges and contains a number of mature trees. A Public Right of Way runs along the site's northern boundary to connect Four Ashes Road to Box Trees Road.
- 2.2 The southern parcel is bounded by Earlswood Road and Four Ashes Road and open agricultural land to the south and west.
- 2.3 Both sites consist of open agricultural land for which the general topography of the sites is that the ground is predominately level.

3 Highway Network

- 3.1 Four Ashes Road is approximately 5 metres wide and is subject of a 30mph speed limit and is lit. A footway provided along its eastern side which is separated from the carriageway by a wide grass verge. No footway is provided on the western side of the carriageway. The site frontage onto Four Ashes Road comprises of a grass verge in front of a hedge which includes a number of mature trees.
- 3.2 Earlswood Road which separates the two sites, is more rural in character. It is 4.5m wide with no footways either side but has wide grass verges in front of mature hedges and trees. The road is also not lit. West of its junction with Four Ashes Road, Earlswood Road is subject to a 30mph speed limit. Beyond this point for its remaining length until it joins Box Trees Road, it is subject to a 50mph speed limit.
- 3.3 Box Trees Road is approximately 5 metres wide and is subject to a 40mph speed limit and is unlit. No footways are provided.

4 Sustainable Travel

Pedestrian Travel

- 4.1 The Guidelines for Providing for Journeys on Foot¹ document describes the 'maximum', 'acceptable' and 'desirable' walking distances. It suggests that in terms of commuting, walking to school and recreational journeys; walk distances up to 2,000 metres can be considered, with the 'desirable' and 'acceptable' distances being 500 and 1,000 metres respectively.
- 4.2 For non-commuter journeys, the guidance suggests that a walk distance of up to 1,200 metres can be considered, with the 'desirable' and 'acceptable' distances being 400 metres and 800 metres respectively.
- 4.3 **Table 4.1** summarises the broad walking journey times that can fall under each category.

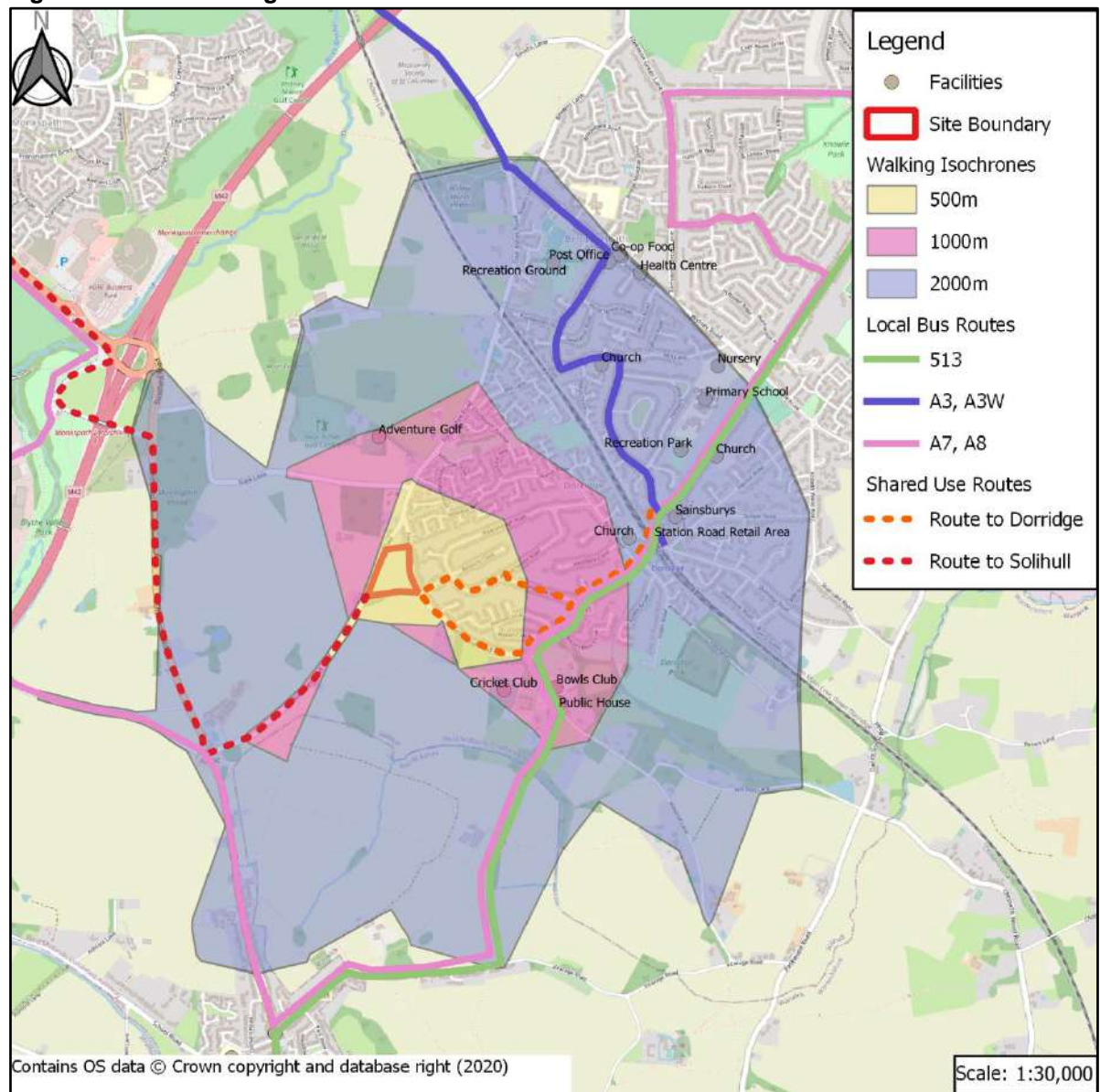
¹ Guidelines for Providing for Journeys on Foot, Chartered Institution of Highways and Transportation

Table 4.1 Walk Journey Distance and Time Threshold

IHT Threshold	Distance (metres)		Walk Time (minutes)	
	Commuting, walking to school and recreation	Other non-commuter journeys	Commuting, walking to school and recreation	Other non-commuter journeys
Desirable	500	400	6	5
Acceptable	1,000	800	12.5	10
Maximum	2,000	1,200	25	15

4.4 **Figure 4.1** depicts the 2km preferred maximum walking catchment from the development site which also includes the 'desirable', 'acceptable' and 'preferred maximum' distances.

Figure 4.1 Walking Catchment



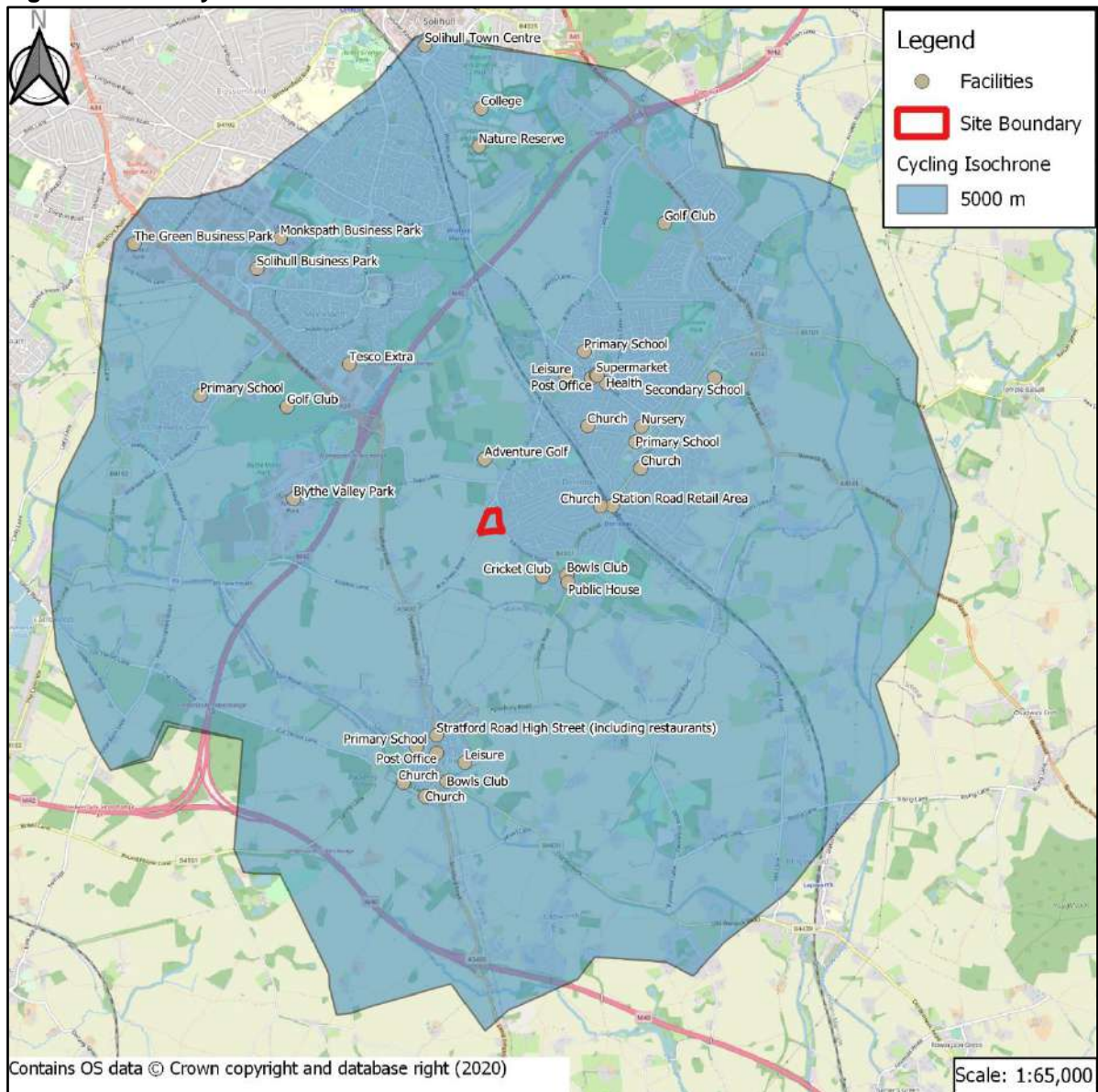
4.5 **Figure 4.1** and **Table 4.1** confirms that Dorridge train station and the retail area on Station Road which including a Sainsburys store are within convenient walking distance of the site. Other available facilities within the isochrone include a post office, public house and schools.

- 4.6 As outlined above a footway is provided on the eastern side of Four Ashes Road. This connects to the existing footways infrastructure available through the residential areas to the east of the site and beyond to Dorridge railway station and retail areas.
- 4.7 The above demonstrates that the site is within convenient walking distance of key destinations. In addition, suitable pedestrian infrastructure in the form of footways and crossing facilities are available to accommodate these journeys.

Cycle Travel

- 4.8 It is generally accepted that cycling has the potential to substitute for short car trips, particularly those less than 5km, and to form part of a longer journey on public transport. **Figure 4.2** presents the 5km cycling isochrone from the site. It shows that all of Dorridge is within convenient cycling distance of the site. The isochrone also includes Hockley Heath, Cheswick Green, Monkspath and Blythe Valley Park. The northern extent of the isochrone is located on the edge of Solihull Town Centre.

Figure 4.2 Cycle Catchment Isochrone



- 4.9 **Figure 4.3** includes an extract from the SMBC walking and cycling map. This map designates the roads surrounding the site as being suitable for cycling. This includes the route to Dorridge railway station via Four Ashes Road and Grange Road.
- 4.10 In addition, an off-road shared use cycle route is available to the southwest of the site and is accessed via Box Trees Road. This route runs parallel to the A3600 and crosses the M42 via the bridge access into Blythe Valley Park. The cycle routes continues to the north to provide a connection to Monkspath and to Solihull.

Figure 4.3 SMBC Walking and Cycling Map Extract



- 4.11 The above demonstrates that the residents of the proposed development could safely and conveniently access key destinations such as Dorridge centre and railway station, Blyth Valley Park, and locations in Solihull by cycling.

Bus Travel

- 4.12 The nearest bus services to the site route along Grange Road to the southeast of the site and comprise of a post and flag with timetable information. These stops are served by the A7 and A8 South Solihull Circular services. Additionally, the A3 Solihull to Dorridge service which routes via Widney Manor is available from bus stops close to the railway station.
- 4.13 **Table 4.2** provides a summary of the available bus services.

Table 4.2 Bus service summary

Service	Routes	Service details
A3/A3W	Solihull to Dorridge via Widney Manor	Hourly Monday to Saturday
A7	South Solihull Circular Clockwise	Hourly Monday to Sunday
A8	South Solihull Circular Anticlockwise	Hourly Monday to Sunday
513	Solihull to Norton Lindsey Flexibus Service	One service on a Monday

- 4.14 In summary, a range of bus services are available within convenient walking distance of the site, which provide a direct link between Dorridge and Solihull and the surrounding areas.

Train Travel

- 4.15 As shown on the figure above Dorridge railway station is located approximately 1.4km to the east of the site. The station has 3 platforms. Platform 1 serves southbound Chiltern Railways and West Midlands Railway services to Warwick, Leamington Spa, London Marylebone and Stratford-upon-Avon. Platform 2 serves northbound trains towards Birmingham, Stourbridge Junction and Kidderminster and platform 3 is used by terminating West Midlands Railway services.
- 4.16 Example frequencies and journey times of the rail services to key destinations are set in **Table 4.3**.

Table 4.3 Rail service summary

Destination	Journey Time	Peak Time Frequency
Solihull	8 minutes	3 services per hour
Warwick	13 minutes	2 services per hour
Leamington Spa	17 minutes	2 services per hour
Birmingham	25 minutes	3 services per hour
Stratford-upon-Avon	27 minutes	Hourly service
Stourbridge Junction	50 minutes	3 services per hour
Kidderminster	65 minutes	2 services per hour
London Marylebone	1 hour 48 minutes	Hourly service

- 4.17 The train station is located within convenient walking distance of the site and is likely to be a key destination for residents. The available pedestrian and cycle routes between the site and the station provide a good opportunity for travel by this mode of transport. The station also benefits from 30 cycle parking spaces located outside the main entrance to the station.

Summary

- 4.18 The above confirms that the site is in a sustainable location within walking distance of the town centre. Cycle infrastructure is provided to facilitate cycle trips to Dorridge, Blyth Valley Park, and Solihull with its associated employment, leisure and retail facilities. Bus and train services are also available which provide access to a range of destinations.

5 Development and Access Proposals

- 5.1 As shown on the indicative site layout plan provided in **Appendix A**, it is anticipated that the northern site could be developed for approximately 60 dwellings. The plan identifies the southern parcel as a future development plot.
- 5.2 Vehicle access to this site is proposed onto Four Ashes Road from a point close to the centre of the site frontage. In line with the SMBC highway design guidance² the access has been designed with a

² Solihull MBC Developers Design and Adoption Guide, Solihull Metropolitan Borough Council, November 2020

5.5 metres wide carriageway and 6 metres corner radii. Footways 2 metres wide are provided adjacent to the site access road.

- 5.3 Four Ashes Road is subject to a 30mph speed limit and based on the guidance contained within Manual for Streets³ (MfS) visibility splays of 43 metres would be required.
- 5.4 The plan in **Appendix B** shows the proposed access arrangements and demonstrates that the required visibility splays are achievable from a 2.4 metres setback in each direction from the proposed access.
- 5.5 As shown on the indicative site layout pedestrian routes are provided throughout the site with connections onto Four Ashes Road and Earlswood Road. Due to the presence of the hedge and mature trees on the site frontage, a footway is not proposed along the site frontage adjacent to Four Ashes Road. Instead routes would be provided throughout the site and to Four Ashes Road where pedestrians would be able to cross to access the footway on the eastern side of the carriageway. These informal crossing points would include dropped kerbs and tactile paving.

6 Summary and Conclusions

- 6.1 Pell Frischmann is commissioned by L&Q Estates to provide transport planning and highways consultancy services to support the proposed allocation of two sites located off Four Ashes Road in Dorridge in the Solihull Metropolitan Borough council (SMBC) Local Plan Review.
- 6.2 This Technical Note has reviewed the opportunities for sustainable travel to the site and confirmed that the site is in a sustainable location within walking distance of Dorridge town centre. Cycle infrastructure is provided to facilitate cycle trips to Dorridge, Blyth Valley Park, and Solihull with its associated employment, leisure and retail facilities. Bus and train services are also available which provide access to a range of destinations.
- 6.3 In addition, a vehicle access can be provided onto Four Ashes Road, the design of which would be in accordance with SMBC's design standards. Pedestrian access to the site is proposed in multiple location to provide a permeable development for pedestrians.

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³ Manual for Streets Guidance, Department for Transport and Communities and Local Government, March 2007

APPENDIX A
Indicative Site Layout Plan





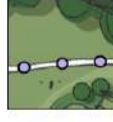


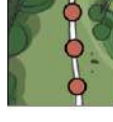



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KEY PRINCIPLES

1. PROPOSED VEHICULAR ACCESS VIA FOUR ASHES ROAD;
2. RETAINED NETWORK OF EXISTING TREES AND HEDGEROWS;
3. NEWLY PROPOSED LANDSCAPE OFFSET TO COUNTRYSIDE EDGE;
4. LOW DENSITY RESIDENTIAL FRONTAGE TO HELP DEVELOPMENT ASSIMILATE WITH EXISTING BUILT FORM ON FOUR ASHES ROAD;
5. LOCALLY EQUIPPED AREA OF PLAY FOR NEW AND EXISTING RESIDENTS;
6. OUTWARD FACING DWELLINGS PROVIDING FULL SURVEILLANCE OVER OPEN SPACE;
7. POTENTIAL PEDESTRIAN CROSSING POINT ON FOUR ASHES ROAD;
8. PRIMARY MOVEMENT WITH LARGE MEANDERING PLANTED VERGES;
9. SECONDARY LANES PROVIDING ACCESS TO SMALLER PARCELS OF DEVELOPMENT;
10. MAXIMUM PEDESTRIAN PERMEABILITY THROUGHOUT SITE CONNECTING WITH EXISTING MOVEMENT INFRASTRUCTURE;
11. NEWLY PLANTED WOODLAND PROVIDING WOODED TRAILS AND OPPORTUNITIES FOR NATURAL/ SENSORY PLAY; AND
12. SUSTAINABLE URBAN DRAINAGE UTILISING EXISTING SITE LOW POINTS.

KEY

	LAND PROMOTED FOR DEVELOPMENT 4.69 HA / 11.59 ACRES		SUSTAINABLE DRAINAGE		EXISTING LANDSCAPE
	PROPOSED RESIDENTIAL DEVELOPMENT APPROX 60 DWELLINGS		PUBLIC RIGHT OF WAY		PUBLIC OPEN SPACE
	POTENTIAL PEDESTRIAN CROSSING POINT ALONG EARLSWOOD ROAD		KEY PEDESTRIAN LINKS		LOCALLY EQUIPPED AREA OF PLAY

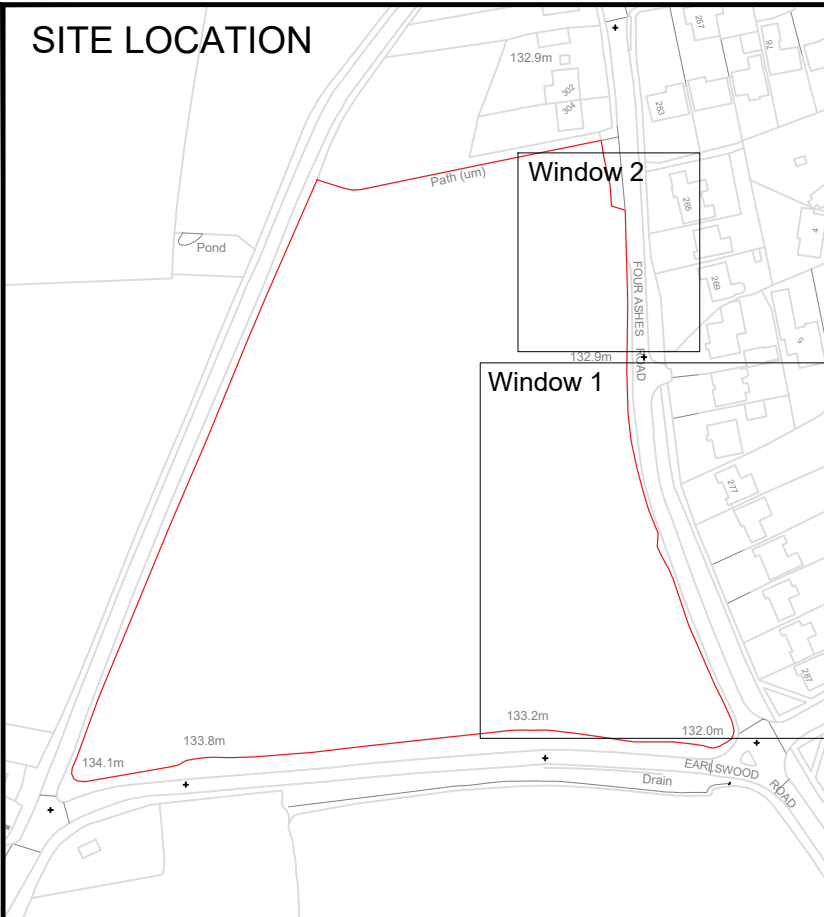
REVISION A: 28.07.2014
 KEY PEDESTRIAN LINKS UPDATED
 REVISION B: 05.02.2017
 KEY PEDESTRIAN LINK ON TO EARLSWOOD ROAD UPDATED
 REVISION C: 05.04.2018
 LAND TO SOUTH REWORKED, PRINCIPLES UPDATED
 REVISION D: 25.11.2018
 MASTERPLAN REDESIGNED TO ACCOMMODATE ATTENUATION
 REVISION E: 12.12.2018
 AMENDED FOOTPATH



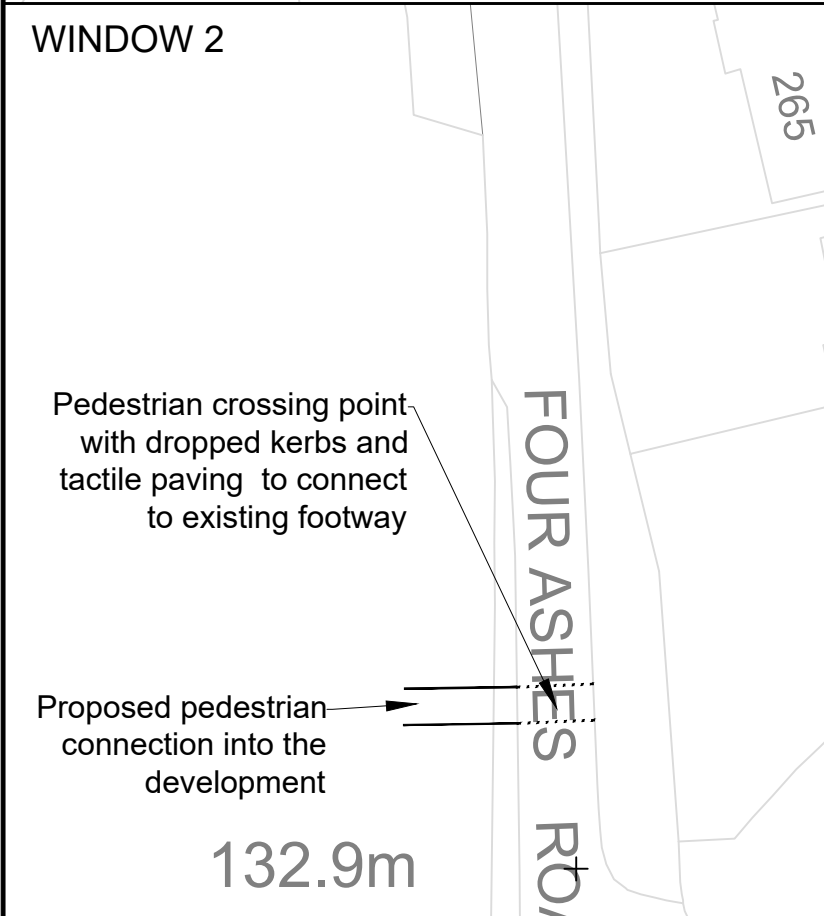
FOUR ASHES ROAD, DORRIDGE | PROPOSED INITIAL CONCEPT PLAN

APPENDIX B
Access Drawing

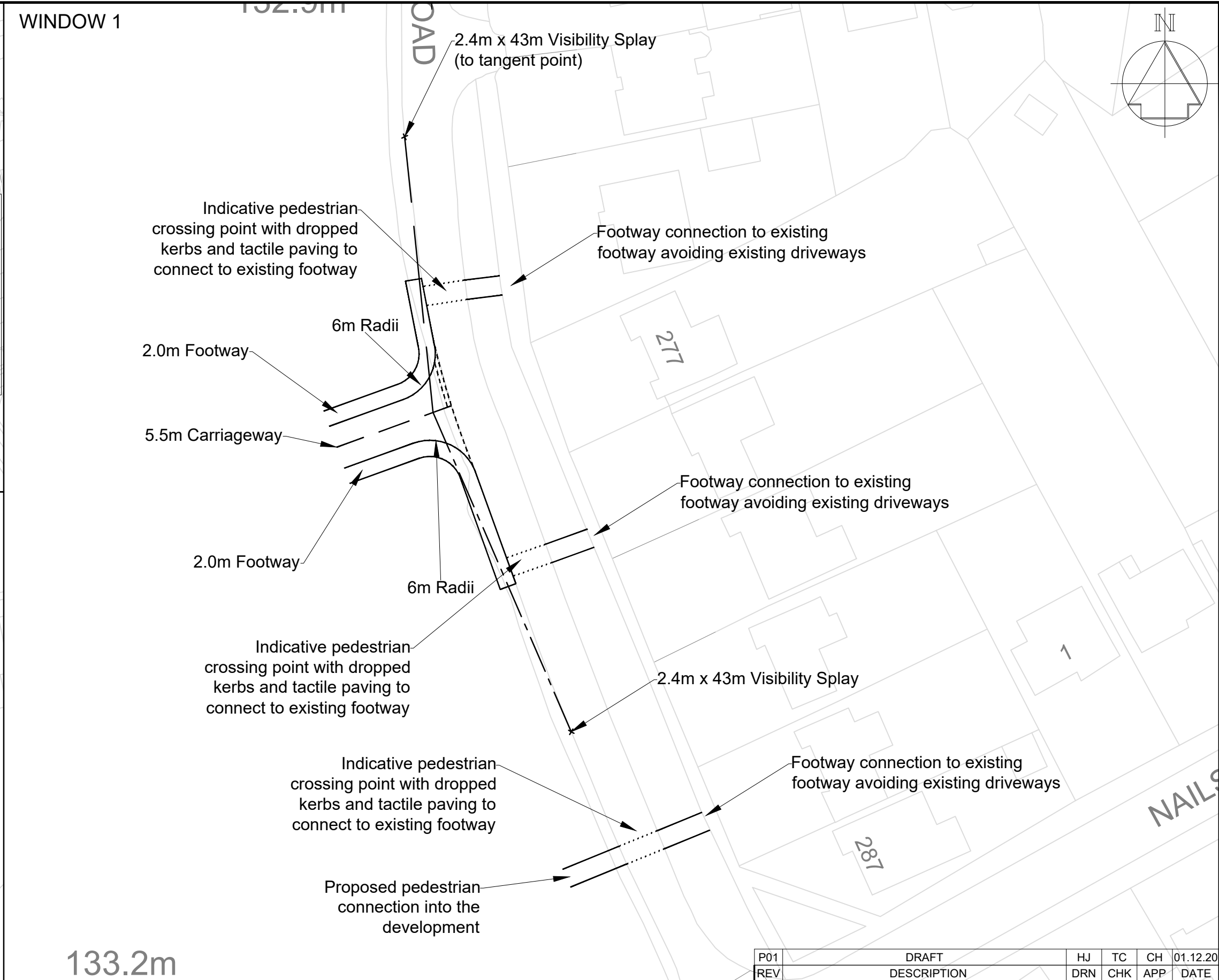
SITE LOCATION



WINDOW 2



WINDOW 1



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Project
SOLIHULL LOCAL PLAN SITES
 Drawing Title
DORRIDGE ACCESS STRATEGY

P01	DRAFT	HJ	TC	CH	01.12.20
REV	DESCRIPTION	DRN	CHK	APP	DATE
Drawing Status					
WORK IN PROGRESS					
	Name	Date	Status Code		
Drawn	H. JABBAR	01.12.20	S0		
Designed	H. JABBAR	01.12.20	Scale		
Eng Chk	T. COOKE	01.12.20	NTS		
Approved	C. HOLLOWAY	01.12.20	Revision		
P02					
Drawing No.					
104763 - PEF - ZZ - XX - DR - Y - SK001					