

TECHNICAL NOTE 3 (TN03)

Re: SH5043-12PD TN03 – Albrighton South (Application 24/02108/OUT)

Date: November 2024

Subject: Response to Second ATE Consultation Comments

1.0 Introduction

- 1.1 An Outline Planning Application (reference 24/02108/OUT) was submitted to Shropshire Council (SC) in May 2024 for up to 800 residential units, land for an 80-unit care facility, land for a Secondary School, land for a neighbourhood centre / supermarket / Doctors Surgery-Pharmacy, start-up employment units on land at Albrighton South, Shropshire. Access is applied for in detail.
- 1.2 By way of background, a Transport Assessment (TA) and Travel Plan (TP) (both dated May 2024) were prepared by DLP Planning's Sustainable Development and Delivery (SDD) Team and submitted to accompany the application. Following the submission of the application, Active Travel England (ATE) provided consultation comments dated 29th July 2024 (contained at **Appendix A**) which recommended a deferral (as opposed to refusal) and stated that further assessment / evidence was required on a number of active travel matters set out in the TA and TP. Following this, DLP Planning's SDD Team prepared a response to the ATE comments (Technical Note 2, October 2024 – contained on the planning portal) to address the matters raised.
- 1.3 ATE have reviewed the updated information provided by DLP Planning's SDD Team and have subsequently submitted additional comments dated 4th November 2024. The latest ATE response is contained at **Appendix B**, raising a number of matters for consideration however, none of the matters are noted as a 'critical issue' and again, the ATE response recommended the application for deferral rather than refusal.
- 1.4 Noting that ATE have recommended a further deferral and that further assessment / evidence is required to inform their final view, the objective of this Technical Note 3 is to provide the additional information requested and confirm once again that the proposed development adheres to local and national policy. For clarity, the key ATE comments are in 'italics' with SDD's response provided below.
- 1.5 It is important to note that a TA Addendum is also currently being prepared that will assess the off-site impact of the development on the local highway network and the suitability of the off-site improvements put forward as part of the initial SDD response to the July 2024 ATE comments. This Addendum is being progressed following confirmation from the LHA on key items such as trip generation, internalisation factors, distribution, committed developments and assessment years.

TECHNICAL NOTE 3 (TN03)

2.0 Response to Active Travel England

ATE Comment: Trip Generation and Mode Split Targets

“2.1 A more robust trip generation analysis has been submitted, but it is vital that this improved evidence base is used to set ambitious and meaningful targets for active travel uptake. Whilst acknowledging the semi-rural location of the site, the targeted 2%/3% increases in walking, wheeling and cycling trips for the residential element of the scheme do not align with current policy expectations and should nevertheless be revised upwards”.

SDD/DLP Response

- 2.1 Following the initial ATE response, as set out in the ATE comment above, multi modal trip generation targets were provided for all elements of Albrighton South site. In terms of the residential element referenced above, a target was set to reduce the overall number of single occupancy car trips to and from/within the site by 10%. This overall 10% reduction was made up primarily of increases in walking, cycling and public transport use.
- 2.2 Whilst it is noted that the Government objective is to ensure that 50% of all trips within towns and cities should be walked, wheeled or cycled by 2030, it should be recognised that Albrighton is not a town or city and as such, whilst this aspiration will be a goal of the site, the requirement does not directly apply to the proposals or the wider Albrighton area.
- 2.3 Notwithstanding this, in light of the ATE comments, it is considered that there is the potential, through the sustainable travel measures and off-site active travel improvements proposed, to increase the mode split of those walking and cycling over and above the 2% and 3% increases set out in the previous ATE response. The revised mode split targets for the residential element of the proposals are set out in **Table 1** below.

Travel Mode	Residential (Census) Existing Modal Split	Residential (Census) Previous Targets	Residential (Census) Revised Targets	Target Change
Train	3.9%	4.4%	4.4%	-
Bus	1.1%	4.6%	4.6%	-
Taxi	0.3%	0.3%	0.3%	-
Bicycle	6.1%	8.1%	10.1%	+ 2%
On Foot	8.6%	11.6%	14.6%	+ 3%
Other	7.8%	8.8%	8.8%	-
Vehicle	72.2%	62.2%	57.2%	-
Vehicle Change	0%	-10%	-15%	- 5%

Table 1. Proposed Residential Modal Split (Revised Proposed Targets)

- 2.4 As set out in **Table 1**, the proposed mode split targets for cycling/wheeling and walking have been revised with a further 2% and 3% increase in cycling/wheeling and walking proposed respectively. This target leads to a total reduction in single occupancy car trips of 15% for the residential element of the development over the duration of the TP monitoring period. It is considered that this is a challenging and yet achievable goal taking in to account the infrastructure improvements that will be provided in the wider Albrighton area and the active travel provision that will be included within the site as part of any Reserved Matters application for the detailed internal site layout.
- 2.5 It should be noted that the revised residential targets set out above are subject to confirmation via baseline surveys to be conducted once the site is occupied and once the methodology of the surveys

TECHNICAL NOTE 3 (TN03)

are agreed with SC Highways, will form part of the detailed TP for the residential land use.

- 2.6 The proposed Action Plan (contained at Tables 13 & 14 of the TP) will also be updated as part of revising the TP such that it reflects the proposed targets set out in **Table 1** of this Note. The TP is being updated to reflect the revised targets set out above and the comments by ATE included in their previous submission. This updated TP will be submitted in due course to SC in conjunction with the TA Addendum.

ATE Comment: Delivery of Local Centre

“2.2 The applicant has committed to the delivery of internal local centre facilities upon completion of Phase 1, in order to support mode shift targets, and it should be ensured that this commitment is secured by condition, with ATE’s previous comments taken into account”.

SDD/DLP Response

- 2.7 The ATE response is noted and no further action on this is required at this time.

ATE Comment: Public Transport Strategy

“2.3 A suitable Public Transport Strategy should be brought forward at the earliest opportunity, and conditioned as appropriate, as it will influence travel patterns from the development and dictate how ambitious travel plan targets might be met. Discussions with Network Rail to improve pedestrian access to Albrighton Station are welcomed and should form a key part of the overall public transport/off-site commitments of the development”.

SDD/DLP Response

- 2.8 The ATE response is noted and no further action on this is required at this time.

ATE Comment: Traffic Calming Measures – Cross Road

“2.4 Traffic calming measures along Cross Road would be welcomed, however ATE would not favour speed cushions as they constrain the ability of cyclists to choose their preferred position in the carriageway and are particularly hazardous to riders of three-wheeled cycles (paragraph 7.6.8 of LTN 1/20). The potential for built-out horizontal deflection features with cycle bypasses might instead be explored. This should form part of continued discussions with the LHA to identify appropriate enhancements to the cycling environment along Cross Road as well as any further interventions to improve active travel infrastructure in Albrighton as a whole”.

SDD/DLP Response

- 2.9 As referenced by ATE above, off-site improvements to encourage active travel between the site and the local facilities in Albrighton village were included on Drawing Number SH5034-004PD-010 which was submitted as part of the previous SDD response to the ATE comments. These improvements included the provision of speed cushions on Cross Road to ensure vehicle speeds are in accordance with the 30mph speed limit and to improve the overall nature of Cross Road to ensure it feels more cyclist friendly.
- 2.10 Following the receipt of the ATE November 2024 comments, alternative speed reducing/traffic calming measures have been considered including the provision of horizontal deflection as requested by ATE.
- 2.11 It should be noted that the form of the speed reducing measures proposed on Cross Road requires

TECHNICAL NOTE 3 (TN03)

consideration of a number of matters including the nature and form of the road, traffic flows, the nature and size of vehicles that are or will be travelling on the road and the width of the available carriageway.

- 2.12 In terms of the nature of the road, Cross Road will be a key vehicle route between the Albrighton South site and the wider Albrighton village. It will also continue to facilitate vehicle movements to and from the A41 Albrighton Bypass to the northeast. As requested by ATE, the provision of horizontal build outs along Cross Lane has been considered. However, such build outs would require the implementation of sections of one-way working which would have a material impact on the flow of vehicle traffic along Cross Road. This would not be the case with the provision of speed cushions as these can achieve the aim of ensuring compliance with the designated 30mph speed limit making Cross Road an attractive option for cyclists whilst allowing the two way flow of vehicles to be maintained.
- 2.13 With regards to the nature and size of vehicles that travel on Cross Road, given the agricultural use of a number of surrounding areas, Cross Road already accommodates larger farm vehicles particularly around the key harvest and cropping periods. In addition to this, the Albrighton South proposals allow for public transport services to be routed through the site and as such, travel on Cross Road to the north and northeast of the site. The provision of sections of one-way working could potentially (when taking in to account the larger vehicles that already use and the public transport vehicles that will use the road) lead to vehicle delay making any public transport offering less attractive which could, in turn, encourage single occupancy car use.
- 2.14 Notwithstanding the consideration that have been given the provision of sections of one-way working, the potential to provide raised tables as an alternative to speed cushions has also been assessed. Following a review of the CIHT 'Buses in Urban Developments' 2018 guidance document, it is concluded that raised tables would not be appropriate on Cross Road given its proposed function as a bus route to and from the site. The preference for speed cushions over speed tables/full width speed ramps or horizontal deflection in terms of traffic calming measures on a bus route is set out on page 30 of the CIHT document where it states that:
- *"Speed cushions - These can be much more desirable than tables or ramps"* and
 - *Full-width speed tables – These can cause issues if they are too frequently included".*
- 2.15 In addition, the CIHT document also goes on to state that:
- *"Sharp vertical or horizontal changes in the carriageway alignment are not favourable for bus operation because they cause passenger discomfort and possible hazard, especially if close to bus stops where passengers are more likely to be standing. They should be used sparingly on bus routes".*
- 2.16 Based on the above review of the potential alternative traffic calming measures that could be provided on Cross Road, it is concluded that speed cushions will provide the greatest benefit whilst not impacting on the overall operation of the road or prejudicing the potential for the development to provide an attractive public transport strategy to further encourage sustainable travel to and from the site.
- 2.17 In terms of the overall design and location of the speed cushions, this is primarily driven by the extent of the Cross Road carriageway width which narrows to approximately 5.8m in a number of locations particularly on the approach to the junction with High Street. This limits the distance that can be provided between the carriageway and the edge of the speed cushion. Notwithstanding this, as shown on **Drawing Number SH5034-004PD-010-Rev A** (attached at **Appendix C**) the proposals

TECHNICAL NOTE 3 (TN03)

have been revised to ensure that there is a minimum 0.85m gap between the edge of the carriageway and the commencement of the speed cushion. This gap is increased where possible to 1.1m to ensure that bikes with trailers (referenced as being 0.85m wide in LTN 1/20, Table 5.1) can travel through the space between the kerb and the commencement of the speed cushion. In practice, given the design of the speed cushions with sloping sides, a bike with a trailer could travel over the outer extents of the speed cushion at lower speeds without any material impact.

2.18 In addition to this, the provision of a 0.85m gap between the edge of the carriageway and the speed cushion allows cyclists to maintain the 'secondary' riding position on a carriageway which is recommended in paragraph 7.2.1 of LTN 1/20 for cyclists in 'normal' traffic conditions. In full paragraph 7.2.1 states:

- *"In normal traffic conditions, cyclists using the carriageway are advised to ride approximately 0.5m from the nearside kerb, to enable them to avoid gully grates. This is known as the secondary position".*

2.19 It should also be noted that the proposed off-site improvements which currently include for the provision of speed cushions will be subject to further discussions with SC Highways officers as part of the planning application process. The proposals will also be subject to a Stage 1 Road Safety Audit (RSA). In line with the guidance set out in the Department for Transport, Design Manual for Roads and Bridges GG 119 RSA document the RSA of the proposed off-site improvements will ensure that:

- *"The needs of all road users shall be assessed when undertaking the RSA".*

2.20 This confirms that the safety of cyclists and the appropriateness of the proposed speed reducing measures on Cross Road will be thoroughly assessed prior to the completion of the final design ensuring that the final proposals reflect the aim of improving the attractiveness of Cross Road for cyclists whilst ensuring that the proposals do not have a material negative impact on the operation of the road or the safety of all those who use it.

2.21 The results of the RSA and any amendments to the proposals that come out of it will be set out in the TA Addendum that will be submitted as part of the post application discussions with SC Highways prior to the determination of the planning application.

TECHNICAL NOTE 01

APPENDIX A: ATE CONSULTATION RESPONSE (29th JULY 2024)



Active
Travel
England

Active Travel England

Your Ref: 24/02108/OUT
Our Ref: ATE/24/00794/OUT
Date: 29 July 2024

Active Travel England Planning Response
Detailed Response to an Application for Planning Permission

From: Planning & Development Division, Active Travel England

To: Shropshire Council

Application Ref: 24/02108/OUT

Site Address: PROPOSED RESIDENTIAL DEVELOPMENT, 23 HIGH STREET, ALBRIGHTON, WV7 3JF

Description of development: Outline application to include access for a mixed-use development comprising up to 800 no dwellings, a care home of up to 80 units, a secondary school and local centre with associated access, infrastructure, landscaping and drainage

Notice is hereby given that Active Travel England's formal recommendation is as follows:

- a. ~~**No Objection:** ATE has undertaken a detailed assessment of this application and is content with the submission.~~
- b. ~~**Conditional approval:** ATE recommends approval of the application, subject to the agreement and implementation of planning conditions and/or obligations as set out in this response.~~
- c. **Deferral:** ATE is not currently in a position to support this application and requests further assessment, evidence, revisions and/or dialogue as set out in this response.
- d. ~~**Refusal:** ATE recommends that the application be refused for the reasons set out in this response.~~

1.0 Background

Active Travel England (ATE) welcomes the opportunity to comment on this planning application, which seeks outline planning permission for the erection of up to 800no. dwellings, a care home of up to 80 units, a secondary school and local centre with associated access, infrastructure, landscaping and drainage. Appearance, landscaping, layout and scale are reserved matters at this stage.

The site sits to the south of the village of Albrighton, adjacent to land which has been safeguarded by the local authority as part of their development plan, however the site itself has no allocation and sits within the general extent of the Green Belt. This is ATE's first involvement with the scheme.

2.0 Summary

Decisions made at this outline stage will have a permanent influence on the long-term success of the development in delivering a healthy, sustainable and integrated new community of up to 2,000 new residents, and it represents a key opportunity to define sustainable active travel layouts and connectivity. Key active travel principles need to be embedded at this stage which cannot be revisited or revised during subsequent stages of the development.

ATE has considered the application against the criteria set out in its planning assessment toolkit, national planning policy and active travel design guidance. Several outstanding matters have been identified, and it is recommended that a decision be deferred until further details of these have been secured and reviewed.

3.0 Areas of Concern

Trip generation and assignment: Area of concern

The submitted Transport Assessment presents a comprehensive breakdown of predicted trips generated by each part of the proposed development, based on a review of Strategic Transport Assessments from comparable allocated sites in the area, TRICS analysis, and with mode share splits informed by census data. Motor vehicle trip figures for the residential development have been reduced through the application of a 15% internalisation factor, however the use of less specific census data to inform predicted the mode share has resulted in the presented cycle and foot trip numbers being somewhat low. This is particularly relevant in relation to the new secondary school, as education uses in particular have strong potential to generate walking and cycling trips, and ATE requires this to be taken into account.

The trip generation figures presented in the Transport Assessment are confined to peak hour trips only. ATE would request that a breakdown is provided across the whole day, to provide a stronger basis from which to forecast active travel needs and build an effective strategy for a healthy and inclusive development, in line with National Planning Policy Guidance on Travel Plans.

ATE would recommend that a 'preferred' range of modal shares be introduced at this early stage in the development, based on the Decide & Provide methodology, with the intention that the introduction of improved infrastructure will encourage and embed active and sustainable travel from the outset.

Policy/Guidance references:

National Planning Policy Framework (2023): 108

Planning Practice Guidance: Travel Plans, Transport Assessments and Statements

Active travel route audit: Pass

The application contains a relatively thorough review of pedestrian routes between the site and key locations in Albrighton, supported by photos of key locations and problem areas. More detailed maps may be useful in further supporting this audit, but ATE nevertheless welcomes the consideration which has been given to the quality of active travel connections in the area. There is a lack of in-depth analysis of existing cycle infrastructure, which ATE acknowledges is more a reflection of the general lack of provision in the area rather than a shortcoming of the application.

The following routes and locations have been assessed:

Route 1 - Site to Albrighton Primary School via Cross Road;

Route 2 – Site to Local Facilities – Albrighton High Street via Cross Road

Route 3 - Site to St Mary's Church of England Primary School and Albrighton Station via Cross Road/Station Road

Cross Road, Station Road and Albrighton High Street are key links in all three of these active travel corridors and there should be a focus on identifying necessary off-site improvements to these routes, particularly with regard to cycle infrastructure.

Pedestrian access to local amenities: Area of concern

The site would sit within rural surrounds, some distance from the existing settlement bounds of Albrighton. ATE notes that the application establishes a 'preferred maximum' walking distance of 2km, based on CIHT guidance from the year 2000, however this is not considered to reflect current national guidance, which has coalesced around a single common 'walkable' range of 800m (National Design Guide, 2021). The peripheral position of the site places it well in excess of 800m from existing key amenities in Albrighton, which places a heavy emphasis on the delivery of new amenities within the development itself.

ATE has significant concerns that, should key local amenities not be delivered at an early phase in the overall development, it may lead to residents choosing to drive rather than undertake unattractive and lengthy trips by foot or bike, and effectively 'bake-in' poor levels of active travel uptake at early stages in the life-cycle of the development, making it more difficult to achieve suitably ambitious Travel Plan targets.

Policy/Guidance references:

NPPF: 114 a), 116 b)

National Design Guide (2021): Section M2 – Active Travel

Inclusive Mobility: Section 4 – Footways, footpaths and pedestrian crossing facilities

Designing for Walking (CIHT)

Cycling accessibility: Area of Concern

The development's peripheral location raises concerns in terms of cycle connectivity. Facilities in Albrighton are within reach of potential cycle trips, however there is a lack of existing cycle infrastructure in the area, as highlighted in the submitted route audit and evident from a desk-based assessment of the area. As it stands, cyclists would be expected to use roads entering Albrighton which feature insufficient protection from motor vehicles, not in accordance with the suitability and segregation standards in LTN 1/20, meaning that potential cyclists would be excluded.

Whilst it is imperative that the development delivers LTN 1/20 compliant cycle infrastructure internally, and the 'stopping off' of existing roads close to the site to motor traffic will certainly improve conditions for cyclists in the immediate vicinity, it is also vital that the applicant takes steps to support the improvement of existing routes further into Albrighton. ATE would request that they work with the LPA/LHA to identify and agree suitable enhancements at an appropriately early stage in the development.

Policy/Guidance references:

NPPF: 108 c), 114 a), 114 c), 116 a)

Local Transport Note (LTN) 1/20 (2020): Section 4.2 – Core design principles, 5 – Geometric requirements, 6 – Space for cycling within highways.

National Design Guide (2021): Section M2 - Active Travel.

Manual for Streets (2007): Chapter 4 – Layout and connectivity.

Access to public transport: Condition / Contribution recommended

Bus

Bus stops serving the single hourly service which connects Albrighton to Telford and Wolverhampton are located approximately 1.2km from the site. To overcome this, a shuttle bus is proposed to link the development to Albrighton, with the applicant suggesting that a full bus service could be provided at a later stage. ATE considers it essential that such a service is provided, given the location of the development, and that this is secured at an early stage in the lifetime of the development. The applicant should provide details of the minimum service or any financial contributions to any future bus route, to be approved and conditioned by the local planning authority.

Future bus stops within the site should be located centrally and within 400m of most dwellings, featuring adequate passenger facilities such shelters, seating, raised kerbs, and real-time passenger information, with details of these being secured via obligation and/or condition as appropriate.

Rail

Albrighton train station would serve as the nearest rail link to the development. Improvements to active travel routes to this part of Albrighton, particularly for cyclists, will be important in ensuring that residents of the new development can access regional public transport links without needing to drive to the station. Immediate pedestrian access to the station itself appears to be somewhat lacking (which has not been picked up in the submitted TA) – the applicant should work with the relevant authorities to support sufficient improvements to this access as part of wider off-site improvements linked to the development. Cycle rack parking is currently available at the station; as part of these

discussions, it should be ascertained whether an appropriate contribution to expand cycle parking capacity might be required, to account for any increase in use related to the development. For example, a contribution to provide non-standard Sheffield stand cycle parking alongside the existing racks would be welcome.

Policy/Guidance references:

NPPF: 108 c), 116 a).

National Design Guide: 81

National Model Design Code (2021), Part 2 – Guidance Notes: M.1:ii

Inclusive Mobility: Chapter 9

Off-site transport infrastructure: Condition / Contribution recommended

Off-site improvements to be made in relation to the development are set out in the submitted TA, mainly focusing on the immediate surroundings of the site, such as the expansion of pedestrian provision on Cross Road, new crossings, and the closing off of existing routes to motor traffic, which will instead use the new spine roads. Enhancements of the wider network would mainly consist of the introduction of tactile paving at a number of side road crossings on the main routes into Albrighton, which ATE welcomes. Despite these positive aspects, the opportunity to address wider deficiencies in local walking and cycling networks risks being missed, including a lack of detail of how cycle infrastructure in the area will be extended or enhanced. As such, the development risks providing sections of good coverage within an otherwise disjointed network, to the detriment of active travel uptake.

ATE recommends that the applicant and LPA enter into dialogue to agree an appropriately expanded package of measures, secured via condition or through Section 106 contributions, which are directly relevant to improving links between the site and local facilities in Albrighton. The development represents a clear opportunity to influence active travel improvements in the area outside of those currently proposed, in line with the aims of Shropshire's LCWIP.

A particular focus should be connectivity with NCN Route 81, which connects Wolverhampton and Telford but is significantly disjointed in the vicinity of Albrighton. There is a clear opportunity for cycle access to the development to be extended to connect with this important long-distance route, and for the route itself to be enhanced, and targeted off-site improvements to facilitate this would be welcomed.

Policy/Guidance references:

NPPF: 96 c), 108 c), 114 b), 116 a).

PPG: Planning Obligations

LTN 1/20: Section 14 – Integrating cycling with highway improvements and new developments.

Shropshire LCWIP (2023)

Site permeability and placemaking: Pass (at outline stage)

Provisional details of layout and landscaping show that the development has the capability to provide continuous and legible routes for active travel and that green infrastructure and open spaces with play facilities can be provided.

Several connecting lanes around the site are to be 'downgraded' to prevent vehicle movements but allow for active travel, changes which are welcomed and which will improve the permeability of the site for pedestrians and cyclists. It is important that these changes are accompanied by the provision of a permeable internal street layout, and supported by appropriate off-site improvements as discussed above. Accesses to the low-traffic sections of Patshull Road, Cross Road and Newhouse Lane should be provided at regular intervals from within the development, in order to facilitate direct and convenient access for pedestrians and cyclists to outside connections.

Further details of the design and layout of the development should include specific reference to traffic calming measures, the location and type of wayfinding signage, the intended surface for footways and cycleways, and a lighting strategy for all attributes of the development. The latter is particularly important to ensure the safety and attractiveness of routes along the rural margins of the site. Seating should be provided at regular intervals, including along off-street routes, and the design should incorporate measures to prevent inconsiderate parking. The main spine road should be designed for 20mph and details will be required as to how this will be achieved.

ATE expects all relevant infrastructure within the development to conform to LTN 1/20 and the principles of the National Model Design Code, and would recommend that these requirements are incorporated into a Design Code for the development, which can be secured at an early stage and used to influence design for active travel across the site, as well as set a precedent for future developments nearby.

Policy/Guidance references:

NPPF: 96 a)

NMDC: Part 1; Part 2 – Guidance Notes.

LTN 1/20: Section 4.2 – Core design principles

Inclusive Mobility: 4.5, 5.1

Cycle parking: Condition / Contribution recommended

Specific details of cycle parking have not been provided at this outline stage. It does not appear that Shropshire Council have specific adopted cycle parking standards, and ATE would advise that secure cycle facilities for residential dwellings, care facilities, the secondary school and any commercial premises in the 'local centre' should all be provided at capacities in line with the figures set out in Table 11-1 of LTN 1/20, including the provision of an adequate number of spaces for non-standard cycles and supported by appropriate trip-end facilities in any workplaces.

Short stay spaces should be easy to locate and visible in relation to building frontages, with LTN 1/20 favouring the use of Sheffield stands, and Table 11-2 should be referred to when setting out the dimensions of these spaces. Where garages and sheds may be utilised for residential cycle storage, these must be externally accessible from the front of properties, and ATE advises that racks or hooks for cycles can also improve overall convenience in this regard.

Once specific details have been submitted to show cycle parking of an adequate quantity and quality, these plans should be secured by condition, ideally at this stage of the development.

Policy/Guidance references:

LTN 1/20: Chapter 11 - Cycle parking and other equipment.

Trip Generation and Travel Planning: Critical Issue

The Framework Travel Plan sets out a targeted 10% reduction in single occupancy vehicle trips to/from the development over 5 years, to a level of 62%, which falls well short of Government objectives for half of all trips within towns and cities to be walked, wheeled or cycled by 2030. Although initial mode shares are set out based on census data, the 10% target is not accompanied by any detailed mode share targets, with the FTP stating that these will be set for each section of the development at the reserved matters stage. This is disappointing; while it is acknowledged that targets may be adjusted at later stages of the development and as baseline surveys are carried out, ATE requests that specific and ambitious initial targets for all modes are set at this early stage of the development. Appropriate mode share targets for the development must be provided before ATE can support the application, with details incorporated into the Action Plan of effective and influential actions which will be taken if these targets are not met. These should then be secured and monitored (if triggered) through planning conditions and obligations.

Policy/Guidance references:

NPPF: 108 114, 117

PPG: Travel Plans, Transport Assessments and Statements

4.0 Next Steps

ATE recommends that a decision on this application be deferred until:

Dialogue is entered into between the applicant and the LPA/LHA with the aim of defining whether the development can support further suitable off-site improvements, allowing better access for cyclists to amenities and public transport links in Albrighton, to overcome deficiencies identified in the active travel route audit and secured via condition or S106 contributions. ATE is happy to be involved in these discussions.

The Travel Plan has been updated to include clear and ambitious targets for active travel trips to and from the development, informed by a robust trip generation analysis covering all times of day.

These targets must be supported by provision of appropriate amenities within the 'local centre' of the development, and the securing of adequate, long-term public transport provision specifically serving the site.

ATE requests that the LPA share this correspondence with the applicant and their agents. ATE would be content to review further submitted information to help address the deficiencies identified above, with a view to providing a further response and recommended wording for planning conditions, as appropriate.

TECHNICAL NOTE 01

APPENDIX B: ATE CONSULTATION RESPONSE 2 (4th NOVEMBER 2024)



Active
Travel
England

Active Travel England
West Offices
Station Rise
York
YO1 6GA
Tel: [REDACTED]

Your Ref: 24/02108/OUT
Our Ref: ATE/24/00794/OUT
Date: 04 November 2024

Active Travel England Planning Response Detailed Response to an Application for Planning Permission

From: Planning & Development Division, Active Travel England

To: Shropshire Council

Application Ref: 24/02108/OUT

Site Address: PROPOSED RESIDENTIAL DEVELOPMENT, 23 HIGH STREET, ALBRIGHTON, WV7 3JF

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- a. ~~**No Objection:** ATE has undertaken a detailed assessment of this application and is content with the submission.~~
- b. ~~**Conditional approval:** ATE recommends approval of the application, subject to the agreement and implementation of planning conditions and/or obligations as set out in this response.~~
- c. **Deferral:** ATE is not currently in a position to support this application and requests further assessment, evidence, revisions and/or dialogue as set out in this response.
- d. ~~**Refusal:** ATE recommends that the application be refused for the reasons set out in this response.~~

1.0 Background

1.1 ATE has reviewed the additional submitted information, and wishes to highlight the following issues.

2.0 Key Issues

2.1 A more robust trip generation analysis has been submitted, but it is vital that this improved evidence base is used to set ambitious and meaningful targets for active travel uptake. Whilst acknowledging the semi-rural location of the site, the targeted 2%/3% increases in walking, wheeling and cycling trips for the residential element of the scheme do not align with current policy expectations and should nevertheless be revised upwards.

2.2 The applicant has committed to the delivery of internal local centre facilities upon completion of Phase 1, in order to support mode shift targets, and it should be ensured that this commitment is secured by condition, with ATE's previous comments taken into account.

2.3 A suitable Public Transport Strategy should be brought forward at the earliest opportunity, and conditioned as appropriate, as it will influence travel patterns from the development and dictate how ambitious travel plan targets might be met. Discussions with Network Rail to improve pedestrian access to Albrighton Station are welcomed, and should form a key part of the overall public transport/off-site commitments of the development.

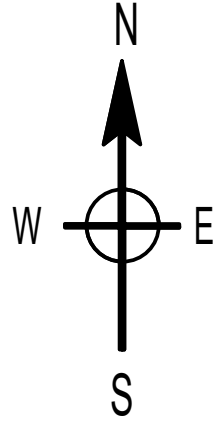
2.4 Traffic calming measures along Cross Road would be welcomed, however ATE would not favour speed cushions as they constrain the ability of cyclists to choose their preferred position in the carriageway and are particularly hazardous to riders of three-wheeled cycles (paragraph 7.6.8 of LTN 1/20). The potential for built-out horizontal deflection features with cycle bypasses might instead be explored. This should form part of continued discussions with the LHA to identify appropriate enhancements to the cycling environment along Cross Road as well as any further interventions to improve active travel infrastructure in Albrighton as a whole.

3.0 Conclusion

3.1 ATE requests that the local planning authority shares this response with the applicant's agent and LHA. We would welcome amendments in line with the above comments, and would be happy to provide recommended wording for planning conditions as appropriate.

TECHNICAL NOTE 01

APPENDIX C: SDD DRAWINGS



KEY	
	INDICATIVE SPINE ROAD ALIGNMENT
	EXISTING ROAD TO BE DOWNGRADED TO A BYWAY OPEN TO ALL TRAFFIC (BOAT)
	PROPOSED CARRIAGEWAY
	PROPOSED FOOTWAY
	PROPOSED SHARED FOOTWAY / CYCLEWAY
	PROPOSED VERGE
	SITE BOUNDARY

Notes:

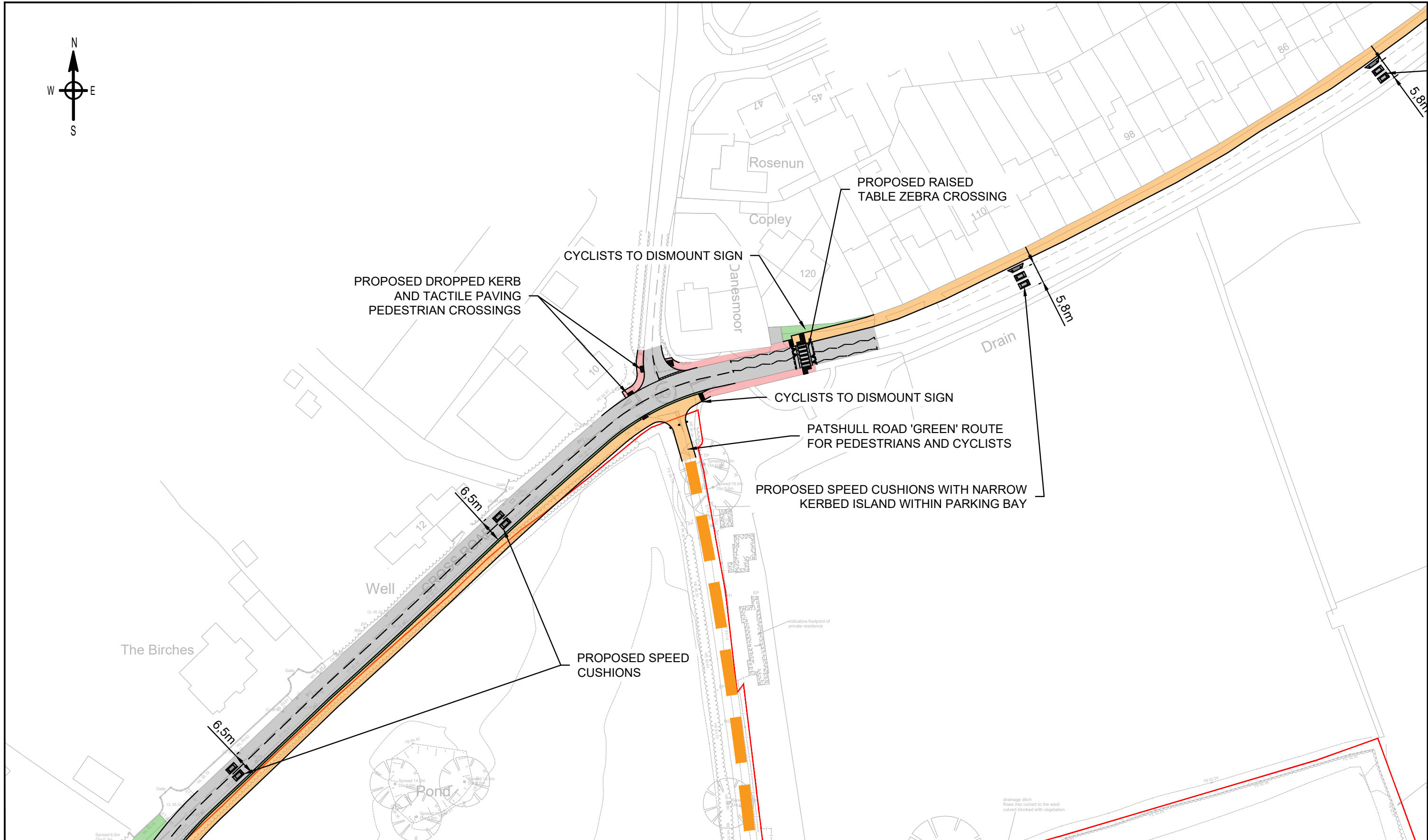
1. This drawing supercedes SH5034-9PD-009 and provides a wider scope of off-site improvements based on Active Travel England consultation comments.

A	CROSS ROAD SPEED REDUCING MEASURES ADDED			KH	JN	05.11.24
REV				DR	CH	PA
DRAWN BY		CHECKED BY	PASSED BY		DATE	
KH		JN	AM		24.09.24	
SCALES @ A1 SIZE			ISSUE STATUS			
1:2000			PRELIMINARY			

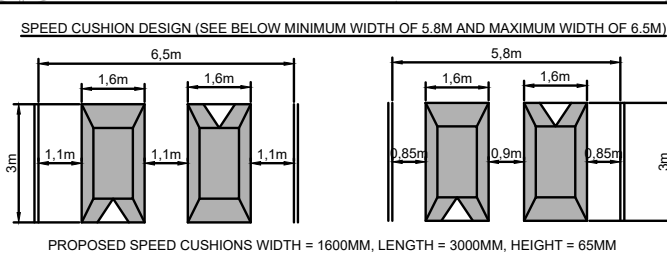
ALBRIGHTON SOUTH

OFF-SITE INFRASTRUCTURE IMPROVEMENTS ON ROUTE TO EXISTING LOCAL FACILITIES - OVERVIEW

BONINGALE HOMES



Based upon the Ordnance Survey Map with the permission of the Controller of H.M. Stationary Office @ Crown Copyright Contract No. 100048330					
A	ADDITIONAL SPEED CUSHION DETAIL	KH	JN	AM	05.11.24
REV		DR	CH	AP	DATE



PROJECT ALBRIGHTON SOUTH					CLIENT BONINGALE HOMES		
DRAWING TITLE OFF-SITE INFRASTRUCTURE IMPROVEMENTS ON ROUTE TO EXISTING LOCAL FACILITIES					 SUSTAINABLE DEVELOPMENT AND DELIVERY A specialist team within DLP Planning Ltd  DLP PLANNING LIMITED e: bristol@dlpconsultants.co.uk w: www.dlpconsultants.co.uk		
SHEET 1 OF 4							
DRAWN BY KH	CHECKED BY JN	APPROVED BY AM	DATE 24.09.24	SCALES @ A3 SIZE 1:1000	ISSUE STATUS PLANNING	DRAWING NUMBER SH5034-4PD-010	REV. A

CAD FILE NAME : SH5034-4PD-010



EXISTING 20MPH MAX SPEED
SCHOOL SIGN (WESTBOUND)

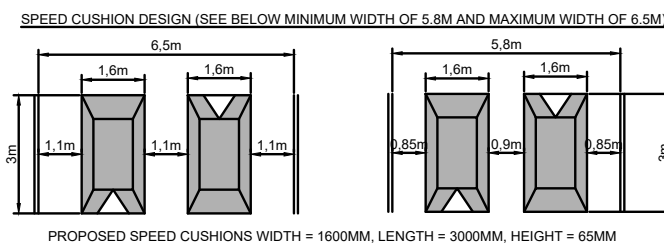
PROPOSED ADDITION OF TACTILE
PAVING TO EXISTING DROPPED
KERB PEDESTRIAN CROSSING

EXISTING 20MPH MAX SPEED
SCHOOL SIGN (EASTBOUND)

PROPOSED SPEED CUSHIONS

PROPOSED SPEED
CUSHIONS

PROPOSED SPEED CUSHIONS WITH NARROW
KERBED ISLAND WITHIN PARKING BAY



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of H.M. Stationary Office @ Crown Copyright Contract No. 100048330

A	ADDITIONAL SPEED CUSHION DETAIL	KH	JN	AM	05.11.24
REV		DR	CH	AP	DATE

PROJECT
ALBRIGHTON SOUTH

DRAWING TITLE
OFF-SITE INFRASTRUCTURE IMPROVEMENTS
ON ROUTE TO EXISTING LOCAL FACILITIES

SHEET 2 OF 4

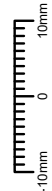
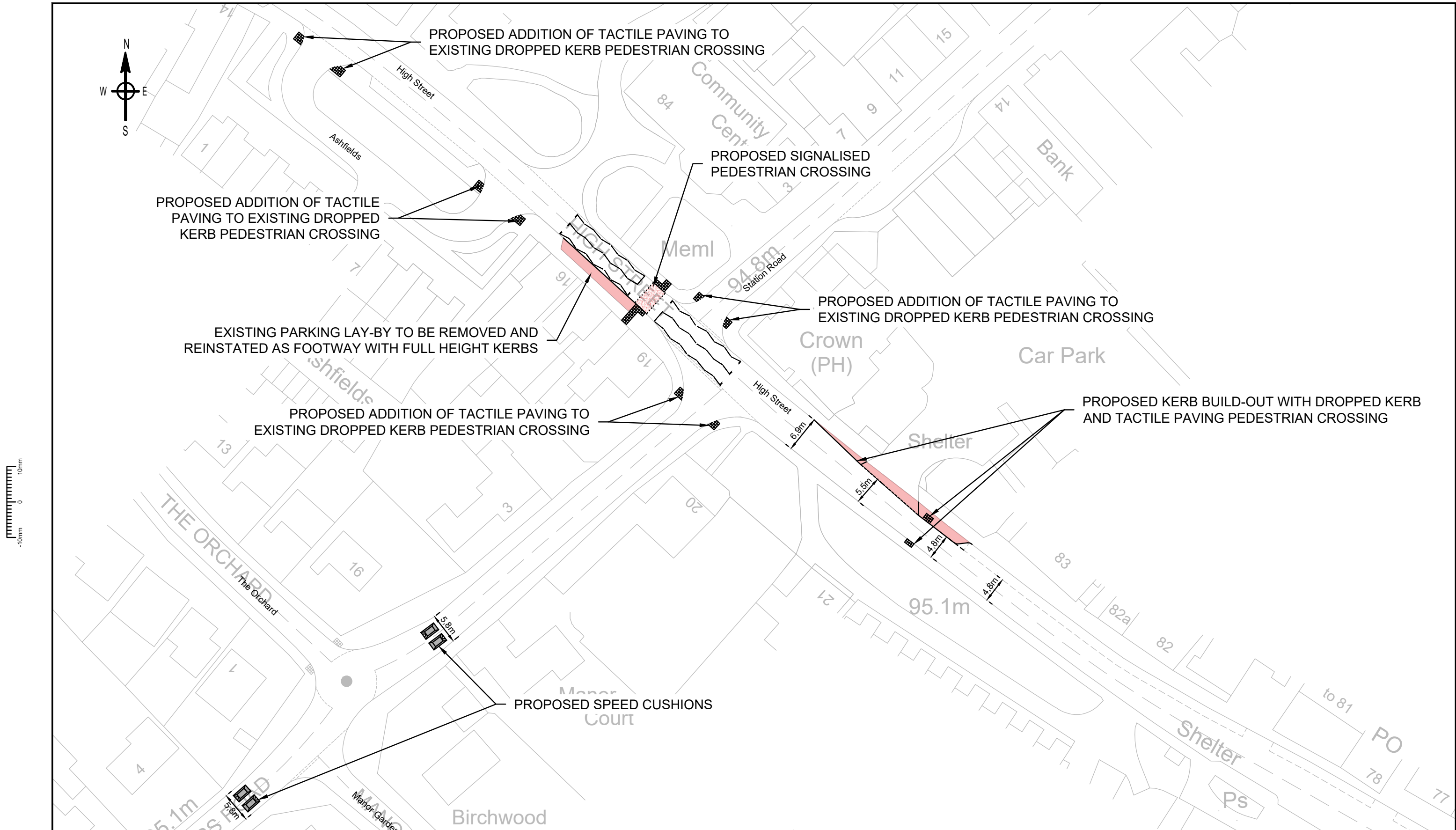
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CLIENT
BONINGALE HOMES



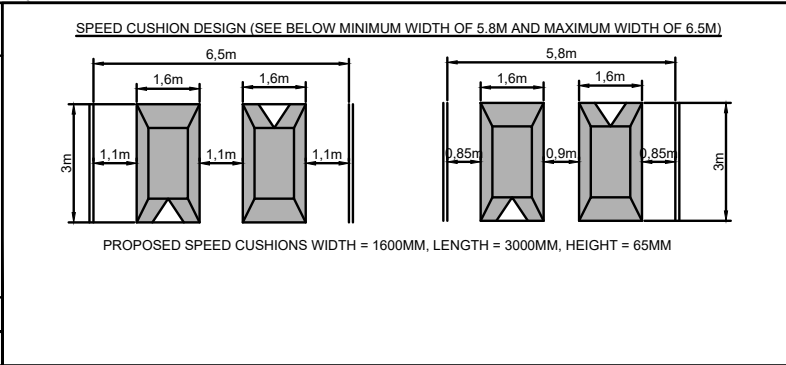
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SH5034-4PD-010	A

CAD FILE NAME : SH5034-4PD-010



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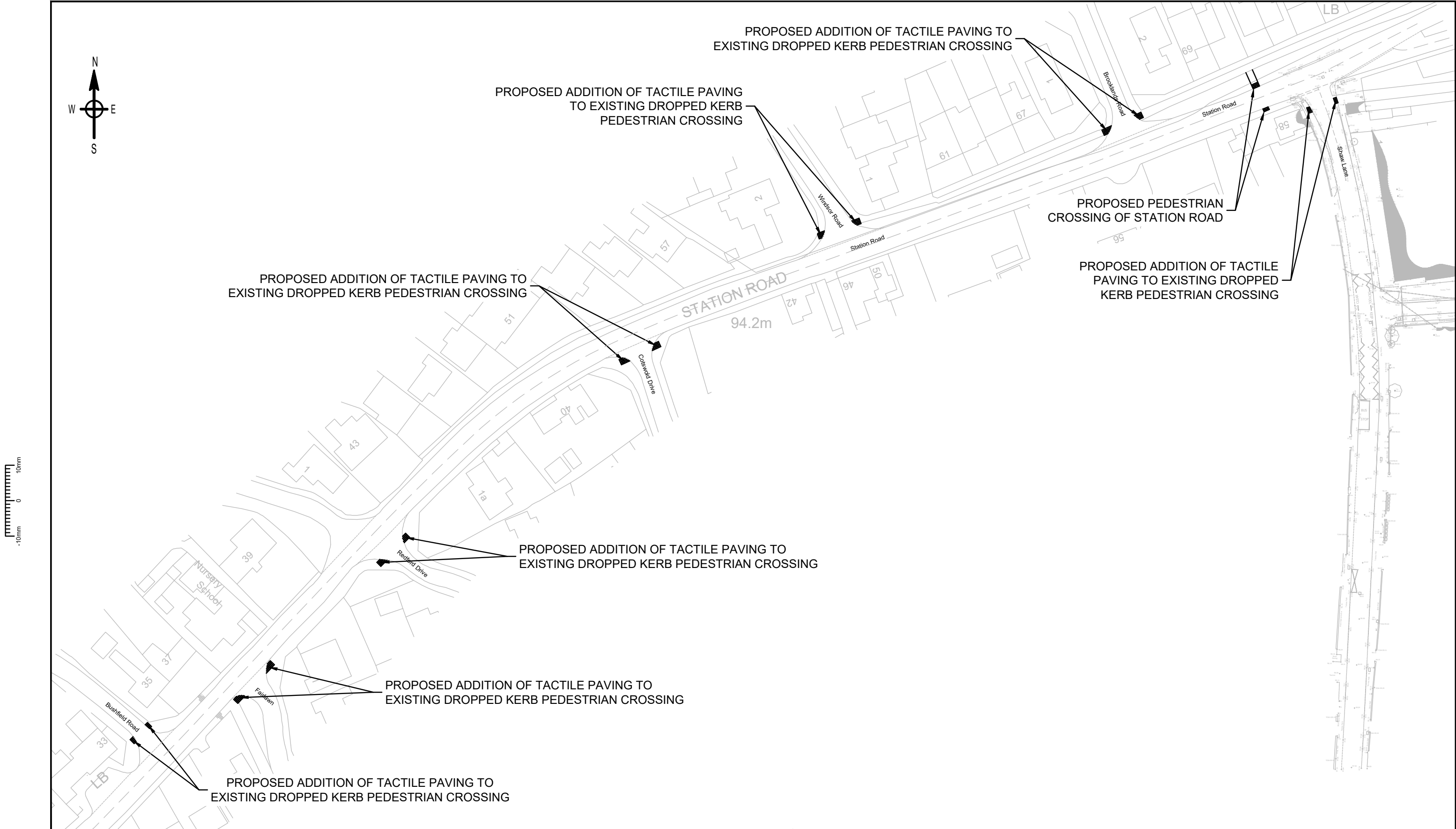
A	ADDITIONAL SPEED CUSHION DETAIL	KH	JN	AM	05.11.24
REV		DR	CH	AP	DATE



PROJECT ALBRIGHTON SOUTH					
DRAWING TITLE OFF-SITE INFRASTRUCTURE IMPROVEMENTS ON ROUTE TO EXISTING LOCAL FACILITIES					
SHEET 3 OF 4					
DRAWN BY	CHECKED BY	APPROVED BY	DATE	SCALES @ A3 SIZE	ISSUE STATUS
KH	JN	AM	24.09.24	1:750	PLANNING

CLIENT BONINGALE HOMES	
 	
DRAWING NUMBER SH5034-4PD-010	
REV. A	

CAD FILE NAME : SH5034-4PD-010



10mm
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-10mm

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A	ADDITIONAL SPEED CUSHION DETAIL	KH	JN	AM	05.11.24
REV		DR	CH	AP	DATE

PROJECT ALBRIGHTON SOUTH						CLIENT BONINGALE HOMES	
DRAWING TITLE OFF-SITE INFRASTRUCTURE IMPROVEMENTS ON ROUTE TO EXISTING LOCAL FACILITIES						 SUSTAINABLE DEVELOPMENT AND DELIVERY A specialist team within DLP Planning Ltd.  DIP PLANNING LIMITED e: bristol@dipconsultants.co.uk w: www.dipconsultants.co.uk	
SHEET 4 OF 4							
DRAWN BY KH	CHECKED BY JN	APPROVED BY AM	DATE 24.09.24	SCALES @ A3 SIZE 1:1000	ISSUE STATUS PLANNING	DRAWING NUMBER SH5034-4PD-010	REV. A

CAD FILE NAME : SH5034-4PD-010