

TECHNICAL NOTE

Re: SH5043-123PD TN01 – Albrighton South (Application 24/02108/OUT)

Date: October 2024

Subject: Response to ATE Consultation Comments

1.0 Introduction

- 1.1 An Outline Planning Application (reference 24/02108/OUT) was submitted to Shropshire Council in May 2024 for up to 800 residential units, land for a 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 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.
- 1.3 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 states that further assessment / evidence is required on a number of active travel matters set out in the TA and TP.
- 1.4 The ATE response raised a number of matters for consideration however, only one matter was raised as a 'critical issue'. For clarity, a summary of all of the matters raised by ATE together with their ATE classification is provided below. A detailed response (where appropriate) is provided to each individual matter in Section 2 of this Technical Note.
- **Trip Generation and Assignment – Area of Concern:** ATE consider that the multi modal trip (active travel modes) generation for the school element of the proposals is lower than would be expected and that multi modal trip generation data should be provided for a full day not just typical road network peaks;
 - **Active Travel Route Audit – Pass:** No action required;
 - **Pedestrian Access to Local Amenities – Area of Concern:** ATE have concerns over walk distance to local facilities should the local centre facilities proposed as part of the application not be delivered until late in the development construction process;
 - **Cycling Accessibility – Area of Concern:** Notwithstanding the off-site improvements proposed, ATE recognise that there is a lack of local cycle infrastructure in the wider area around the site. Recommended that discussions are held with the LHA / LPA to identify areas where cycle infrastructure could be improved;
 - **Access to Public Transport – Condition/Contribution Recommended:** ATE have recommended that the potential to improve existing public transport facilities and active travel access to the facilities in the vicinity of the site are explored with local providers/LHA/LPA;
 - **Off-site Transport Infrastructure – Condition/Contribution Recommended:** ATE have recommended that the potential to improve active travel options in the wider vicinity of the site are explored with local providers/LHA/LPA;
 - **Site Permeability and Placemaking – Pass at Outline Stage:** No action required;
 - **Cycle Parking - Condition/Contribution Recommended:** ATE have outlined principles that should be adopted as part of a Reserved Matters application for cycle parking located within the development. No Action Required; and

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- **Trip Generation and Travel Planning - Critical Issue:** ATE have recommended that the active travel targets be amended to reflect government objectives for 50% active travel movements by 2030. In addition, separate mode split targets for each land use should be included in the TP.
- 1.5 Noting that ATE have recommended a deferral (as opposed to refusal) and that further assessment / evidence is required, the objective of this Technical Note 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.
- 1.6 To inform this response, a meeting was held on 28th August 2024 with SDD, the Local Highway Authority (LHA), the Local Planning Authority (LPA), Marrons (As the planning consultant) and the applicant, to discuss highway-related matters associated with the live application. Importantly, as suggested by ATE, this included an update from the LHA on their current position to improve the local sustainable travel infrastructure within Albrighton along with a review of additional options SDD have considered. A summary of this is contained within Section 2.
- 1.7 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, but at the time of preparing this Technical Note, SDD is waiting on formal consultation comments from the LHA on key items such as trip generation, internalisation factors, distribution, committed developments and assessment years, prior to the Addendum being issued.

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2.0 Response to Active Travel England

ATE Comment: 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”.

SDD/DLP Response

- 2.1 As set out above, ATE have accepted that a combination of census and TRICS data to inform multi-modal trips at the development is appropriate. However, it has been raised that the predicted multi-modal (active travel) trips associated with the Secondary School appear ‘low’ and therefore a further review of what was assessed within the TA has been undertaken.
- 2.2 Paragraphs 5.34 of the TA identified that during the AM peak period (highest peak hour), the school proposals could result in 18 train, 118 bus, 3 taxi, 20 cycle and 149 pedestrian trips based on a TRICS survey that identified 3 comparable school sites. Whilst these sites were considered comparable from a vehicular trip generation perspective, on further investigation it was observed that one of the sites selected (WK-04-B-01) had abnormally low cycle and pedestrian trip rates which resulted in the average trip rate for these uses being significantly reduced. Whilst the reason for this is unknown, to address this, the site has been removed from the multi-modal search from non-car modes in this revised assessment.
- 2.3 The revised AM peak hour multi-modal trip rates for the secondary school have been summarised below at **Table 1** (output contained at **Appendix B**):

Travel Mode	TRICS Trip Rate Per Pupil (AM School Peak)	Peak Hour Movements (Based on 750 Pupils)
Train	0.036	27
Bus	0.236	178
Bicycle	0.040	30
On Foot	0.268	201

Table 1. Revised Secondary School Multi Modal Trips

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- 2.4 The revised search demonstrates there would be 9 additional train, 60 additional bus, 10 additional cycle and 52 additional pedestrian trips generated by the Secondary School in the AM peak hour when taking out the anomaly TRICS site.
- 2.5 Considering the above, **Table 2** provides an updated combined development (comprising residential, care home, secondary school, supermarket and GP surgery) multi modal trips that could be generated during the AM peak hour. This should now address ATE comments in relation to the secondary school multi modal trip generation.

Travel Mode	Combined Development Multi Modal Movements
Train	59
Bus	234
Taxi	2
Bicycle	78
On Foot	426

Table 2. Combined Development Multi Modal Movements

- 2.6 ATE have also requested daily multi-modal trip generation should be provided for each land use so that a wider understanding of active travel needs can be gained. As such, the daily trip rates have been extracted from the TRICS searches contained at Appendix K of the TA for the GP surgery, supermarket and care home, and **Appendix B** of this note for the revised secondary school assessment.
- 2.7 In terms of the residential element, the trip rates applied within the TA were taken from the Strategic Transport Assessments prepared in support of four main allocated residential sites in South Staffordshire that only provided peak hour data. As such the TRICS database was revisited to understand the typical difference between peak hour and daily trip generation for strategic residential sites (in excess of 500 dwellings). This confirmed that on average the daily trip rates were 7.5 times greater than the peak hourly rates, and as such this factor has been applied for assessing daily multi modal trips for the residential element.
- 2.8 A summary of the daily multi-modal trip generation has been provided below at **Table 3**:

Travel Mode	Residential	Care Home	Secondary School	GP Surgery	Super-market	Total
Train	158	11	55	34	62	320
Bus	44	3	381	54	340	822
Taxi	12	1	6	10	8	37
Bicycle	246	17	68	5	193	529
On Foot	347	24	563	147	1,878	2,959
Total	807	56	1,073	250	2,481	4,667

Table 3. Revised Daily Total Multi Modal Trips

- 2.9 The above information demonstrates that the proposed development could generate a total of 4,667 daily trips by more sustainable modes. It is anticipated that the majority of sustainable travel movements would be internalised (much greater than the predicted vehicle internalisation) within the development to and from the proposed land uses via foot and cycle, with a smaller element being to / from the Albrighton area to the north. These external movements would likely be pupils / customers / staff travelling via foot or cycle from the existing Albrighton area to the secondary school, GP surgery or supermarket.

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- 2.10 As set out in the pedestrian audit undertaken to inform the accompanying TA, active travel improvements are proposed to and from the site along the key links to and from Albrighton to the north. These improvements are detailed in full later in this Technical Note and are shown in **Drawing Number SH5043-4PD-010** (contained at **Appendix C**).
- 2.11 Based on the above, it is anticipated that the potential number of external active travel trips can be accommodated on the wider active travel network taking into account the extensive active travel improvements proposed as part of the development. This should now address ATE comments in relation to the daily multi modal trip generation

ATE Comment: 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; and*
- *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”.

SDD/DLP Response

- 2.12 ATE have confirmed that the active travel route assessment undertaken to inform the TA/TP is appropriate for the proposed development. No further action is required.

ATE Comment: 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 to 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”.

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SDD/DLP Response

- 2.13 The indicative phasing strategy proposed as part of the outline development is contained at **Appendix D** and confirms that the northern parcel of residential development which is bound by Patshull Road and Cross Road would be delivered in the first phase. This is located the shortest walking distance into Albrighton (circa 1.1km from the centre of the residential parcel), and is equivalent to a 15 minute walk which is considered a reasonable distance to walk to local existing amenities / shops etc.
- 2.14 Additionally, as set out in the below sections and in the TA submitted with the application, there would be a complete package of infrastructure improvements between the proposed Patshull Road 'green route' and the High Street within Albrighton that would include all required crossing points with dropped kerbs and tactile paving, a signalised crossing on the High Street to the west of the Cross Road junction and a buildout crossing point to the east, as well as a stretch of off-road cycleway and traffic calming measures on the remaining section Cross Road every 75-100m such that on-road cycling becomes more attractive for future residents beyond the proposed shared footway / cycleway provision. These proposed improvements are set out in **Drawing Number SH5043-4PD-010** (contained at **Appendix C**).
- 2.15 Notwithstanding the above, a commitment that the proposed local centre facilities will start construction on completion of Phase 1 will be made to ensure that they are available at the earliest viable point in the build-out. A suitably worded planning condition associated with any planning consent can be imposed such that the local centre facilities are completed by an agreed threshold of dwellings occupied. This number should be agreed between the applicant and the LPA to satisfy this concern. It is therefore considered that the ATE comment in relation to access to local amenities is now suitably addressed.

ATE Comment: 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".

SDD/DLP Response

- 2.16 A review Shropshire Council's 'Local Cycling and Walking Improvement Plan' (2023) and 'Shropshire's Strategic Infrastructure & Investment Plan' (2024) has been undertaken to understand what commitments have been made to improve local cycle infrastructure within Albrighton. However, on review of the Improvement Plan document, it is clear that, there are no planned or committed improvements proposed in the Albrighton area close to the site.
- 2.17 During the meeting held with the LHA on 28th August 2024, it was also questioned whether there

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were any cycle infrastructure plans within Albrighton that have been considered or reviewed outside of the planned works. The LHA confirmed that there are no plans to improve cycle infrastructure, and that the current High Street arrangement includes areas of on-street parking which would be difficult to remove to make way for cycle infrastructure due to the lack of alternative public parking to mitigate any substantial losses to parking. In addition, the LHA confirmed that there are no plans to make Albrighton High Street a car-free / pedestrian and cycle friendly zone. Notwithstanding this, Albrighton High Street to the west of the Cross Road junction and the section of Station Road between the A41 and the Cross Road junction are already included as part of National Cycle Network Route (NCN) 81 which confirms that in their current form they are considered to be appropriate roads for cycling.

- 2.18 Following the discussions with the LHA, further consideration has been given to potential destinations cyclists generated by the development could likely travel to / from. Firstly, it is likely that a large proportion of cycle trips would be internal to the site between the residential element and secondary school / local centre. As set out in the TA, the main internal road network would include 'green routes' on Patshull Road and Newhouse Lane where vehicular movements would be minimal by way of severing the connection between Cross Road and the A464. Additionally, there will be shared footway / cycleways adjacent to at least one edge of the carriageway that links the residential elements to the amenities internally. Outside the development, trips could likely be to / from the High Street of Albrighton, Albrighton Railway Station and RAF Cosford. It is unlikely that there would be any cycle trips associated with larger settlements such as Shifnal (10km), Telford (18km) and Wolverhampton (14.5km) as these fall outside of the typical distance a cyclist would travel for commuting.
- 2.19 In light of the above, it is anticipated that external cycle trips to/from the site would typically enter the highway network at the Patshull Road / Cross Road / Elm Road junction, and travel along Cross Road to the junction with High Street. As set out in the TA submitted to support the application, the first 340m section of this route can accommodate off-road cycle provision along the proposed footway / cycleway along the northern edge of Cross Road. Cycle movements along the remaining 390m section to the Cross Road / High Street junction would be on-road as there is insufficient highway land to accommodate a facility off-road. However, to improve the attractiveness of this section of the route, traffic calming is now proposed in the form of speed cushions to ensure vehicle speeds are in accordance with the 30mph sign posted limit and the nature of Cross Road feels more cyclist friendly.
- 2.20 The proposed speed reducing measures on Cross Road are set out in **Drawing Number SH5043-4PD-010** (contained at **Appendix C**).

ATE Comment: 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

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dwelling, featuring adequate passenger facilities such as 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.”

SDD/DLP Response

- 2.21 In terms of bus services, the operator (Banga Buses) of the current bus route 891 (which operates along High Street between Wolverhampton and Telford) were contacted as part of the initial planning application to establish if the route could be diverted through the proposed Albrighton South site and if so, what the cost of this diversion of this service would be. No engagement has been received to date.
- 2.22 In addition to this, discussions are being/will be held with the LHA over what they consider the appropriate level of bus service to be to facilitate public transport access to the site, noting that at the time of writing this note the LHA still haven't responded / confirmed what they would be seeking. It is anticipated that these discussions will culminate with a bespoke public transport strategy being developed as part of the post application discussions and submissions. This could include the requirement for a new or diverted bus service to serve the site. Provisions will be secured through a S106 Legal Agreement or will be set out in a Unilateral Undertaking.
- 2.23 Future bus stops within the site would be designed, agreed and secured as part of any Reserved Matters for the detailed internal site layout.
- 2.24 In terms of access to rail facilities, discussions will be held with Network Rail to provide improvements to the pedestrian provision in the immediate vicinity of Albrighton Station. At this time it is anticipated, subject to meeting the provisions of the CIL Regulations, that a contribution could be provided to improve the existing footway provision within the Albrighton Station land.
- 2.25 Discussions will also include the potential to provide improvements to cycle parking at the existing Albrighton Station site. However, it should be noted that site visits indicate that there is currently significant spare capacity at the cycle parking areas already provided on the Albrighton Station land.

ATE Comment: 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

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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".

SDD/DLP Response

- 2.26 As set out, further traffic calming measures are now proposed on Cross Road to link the improvements proposed as part of the TA to High Street which forms part of NCN Route 81. These traffic calming measures designed to encourage cycling between the site and High Street (NCN Route 81) are shown on **Drawing Number SH5043-4PD-010** (contained at **Appendix C**).

ATE Comment: – Site Permeability and Placemaking: Pass at Outline Stage: No action required:

"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

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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.”

SDD/DLP Response

- 2.27 ATE have confirmed that the outline site layout proposals have the potential to provide a permeable layout with legible routes for active travel and that green infrastructure and open spaces with play facilities can be provided. Given the layout is in outline only, no further action is required at this time.

ATE Comment: 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.”

SDD/DLP Response

- 2.28 On-site cycle parking will be detailed and secured as part of any Reserved Matters application for the detailed site layout. These will be developed with consideration of LTN 1/20 and any Shropshire specific guidance or standards at the time of the application. Given the layout submitted with the application is in outline only, no further action is required at this time.

ATE Comment: 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.”

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SDD/DLP Response

- 2.29 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.
- 2.30 Notwithstanding this, it is considered that the aspiration to reduce single occupancy vehicle trips by 10% (from 72.2% to 62.2%) over the duration of the TP monitoring period 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.
- 2.31 Based upon the multi modal trip information for each land use, **Table 4** provides an indication of the potential baseline modal split for travel that could be generated by the development. It is anticipated that the majority of sustainable travel movements would be internalised (much greater than the predicted vehicle internalisation) within the development to and from the proposed land uses via foot and cycle, with a smaller element being to / from the Albrighton area to the north. These external movements would likely be pupils / customers / staff travelling via foot or cycle from the existing Albrighton area to the secondary school, GP surgery or supermarket.
- 2.32 The below modal splits are subject to confirmation via baseline surveys to be conducted once the site is occupied and will form part of detailed individual TPs for each land use.

Travel Mode	Residential (Census)	Care Home (Census)	Secondary School (TRICS)	GP Surgery (TRICS)	Supermarket (TRICS)
Train	3.9%	3.9%	3.1%	4.8%	1.8%
Bus	1.1%	1.1%	21.8%	7.6%	9.6%
Taxi	0.3%	0.3%	0.3%	1.4%	0.2%
Bicycle	6.1%	6.1%	3.9%	0.7%	5.5%
On Foot	8.6%	8.6%	32.2%	20.8%	53.1%
Other	7.8%	7.8%	N/A		
Vehicle	72.2%	72.2%	38.7%	64.7%	29.8%

Table 4. Proposed Development Modal Split (Indicative Baseline)

- 2.33 In terms of specific modal split targets for each element of the proposed scheme, it is recognised from the above that a 10% reduction of vehicle trips for the residential and care home elements is likely achievable with the implementation of an effective TP and the infrastructure improvements that will be provided within the wider Albrighton area.
- 2.34 However, the same target for the secondary school, supermarket and GP surgery elements would be considered unrealistic and unachievable given the baseline vehicle trip modal split is low (below 65%) and therefore a 5% reduction target is considered more realistic and fitting to what the local area could achieve for these uses, in order to achieve an overall target of achieving a 62.2% or lower single occupancy car use rate for the overall development.
- 2.35 **Table 5** below provides the proposed modal share targets for each element of the site which are considered realistic and achievable, addressing ATE comments in relation to TP targets for each element of use on-site.

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Travel Mode	Residential (Census)	Care Home (Census)	Secondary School (TRICS)	GP Surgery (TRICS)	Supermarket (TRICS)
Train	4.4%	4.4%	3.1%	4.8%	1.8%
Bus	4.6%	4.6%	22.8%	8.6%	10.6%
Taxi	0.3%	0.3%	0.3%	1.4%	0.2%
Bicycle	8.1%	8.1%	5.9%	2.7%	7.5%
On Foot	11.6%	11.6%	34.2%	22.8%	55.1%
Other	8.8%	8.8%	N/A		
Vehicle	62.2%	62.2%	33.7%	59.7%	24.8%
Vehicle Change	-10%	-10%	-5%	-5%	-5%

Table 5. Proposed Development Modal Split (Proposed Targets)

2.36 In order to realistically achieve the targets set out above, the following infrastructure will be put in place to maximise the desirability to travel by non-car modes:

- A continuous shared footway / cycleway adjacent to the spine road (to at least one edge of the carriageway) that links the residential elements to the amenities internally and to the 'green routes' that lead to the external local highway network;
- Footways to be provided throughout the development where a shared footway / cycleway is not present, with internal footpath links provided to minimise walking distances wherever possible;
- Patshull Road and Newhouse Lane 'green routes' to be implemented where vehicular movements would be minimal by way of severing the connection between Cross Road and the A464
- Complete package of infrastructure improvements to be provided between the proposed Patshull Road 'green route' and the High Street within Albrighton and Albrighton Railway Station that would include all required crossing points with dropped kerbs and tactile paving, a signalised crossing on the High Street to the west of the Cross Road junction and a buildout crossing point to the east, as well as a stretch of off-road cycleway and traffic calming measures on the remaining section Cross Road every 75-100m (as set out in **Appendix C**);
- Provision of a permanent bus service within the site, with bus stops provided every 400m along the spine road; and,
- Appropriate cycle parking provided across the development in accordance with local standards to ensure that cycling between each element is desirable, particularly in relation to the local centre area.

2.37 Section 6 of the TP (dated May 2024) provides detail in terms of measures that could be included in addition to the above infrastructure improvements to reduce the number of single occupancy vehicle journeys. These wide-ranging measures, in addition to the infrastructure improvements would allow for the multi modal targets to be achieved over the course of the TP period.

2.38 The proposed Action Plan (contained at Tables 13 & 14 of the TP) will be updated as part of revising the TP such that it reflects the proposed targets set out in **Table 6** of this Note. For efficiency and to ensure that a consistent sustainable travel strategy is retained, the TP will be updated once to reflect all key stakeholder comments. This will be undertaken once the comments from the LHA TP Officers have been received. This will include baseline actions to achieve the mode split targets set out, with effective and influential actions which will be taken if these targets are not met, as requested by ATE.

TECHNICAL NOTE 01

APPENDIX A ATE CONSULTATION RESPONSE



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 REVISED SECONDARY SCHOOL MULTI MODAL TRICS DATA

Calculation Reference: AUDIT-631801-240821-0831

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : B - SECONDARY
MULTI-MODAL TOTAL VEHICLES

<u>Selected regions and areas:</u>		
03	SOUTH WEST	
	DV DEVON	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of pupils
Actual Range: 800 to 835 (units:)
Range Selected by User: 520 to 1000 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 10/05/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday 1 days
Friday 1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 2 days
Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre) 2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone 2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 4 days - Selected
Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:

Use Class:

F1(a) 2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

20,001 to 25,000 2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Secondary Filtering selection (Cont.):

Population within 5 miles:

25,001 to 50,000	1 days
125,001 to 250,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	2 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	2 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

- | | | | |
|---|--|--------------------|---------------------|
| 1 | DV-04-B-04
EARL RICHARD ' SRD SOUTH
EXETER | SECONDARY ACADEMY | DEVON |
| | Suburban Area (PPS6 Out of Centre) | | |
| | Residential Zone | | |
| | Total Number of pupils: | 835 | |
| | Survey date: TUESDAY | 02/04/19 | Survey Type: MANUAL |
| 2 | NY-04-B-03
GARGRAVE ROAD
SKIPTON | GIRLS' HIGH SCHOOL | NORTH YORKSHIRE |
| | Suburban Area (PPS6 Out of Centre) | | |
| | Residential Zone | | |
| | Total Number of pupils: | 800 | |
| | Survey date: FRIDAY | 08/03/19 | Survey Type: MANUAL |

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
WK-04-B-01	Not Comparable Site
WL-04-B-01	Not Comparable Site

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.44

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	818	0.046	2	818	0.022	2	818	0.068
08:00 - 09:00	2	818	0.165	2	818	0.157	2	818	0.322
09:00 - 10:00	2	818	0.015	2	818	0.015	2	818	0.030
10:00 - 11:00	2	818	0.013	2	818	0.013	2	818	0.026
11:00 - 12:00	2	818	0.009	2	818	0.010	2	818	0.019
12:00 - 13:00	2	818	0.010	2	818	0.017	2	818	0.027
13:00 - 14:00	2	818	0.012	2	818	0.015	2	818	0.027
14:00 - 15:00	2	818	0.013	2	818	0.009	2	818	0.022
15:00 - 16:00	2	818	0.058	2	818	0.081	2	818	0.139
16:00 - 17:00	2	818	0.116	2	818	0.134	2	818	0.250
17:00 - 18:00	2	818	0.031	2	818	0.021	2	818	0.052
18:00 - 19:00	2	818	0.034	2	818	0.015	2	818	0.049
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.522			0.509			1.031

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	800 - 835 (units:)
Survey date range:	01/01/16 - 10/05/23
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY

MULTI-MODAL TAXIS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	818	0.000	2	818	0.000	2	818	0.000
08:00 - 09:00	2	818	0.001	2	818	0.001	2	818	0.002
09:00 - 10:00	2	818	0.000	2	818	0.000	2	818	0.000
10:00 - 11:00	2	818	0.000	2	818	0.000	2	818	0.000
11:00 - 12:00	2	818	0.001	2	818	0.001	2	818	0.002
12:00 - 13:00	2	818	0.000	2	818	0.000	2	818	0.000
13:00 - 14:00	2	818	0.000	2	818	0.000	2	818	0.000
14:00 - 15:00	2	818	0.000	2	818	0.000	2	818	0.000
15:00 - 16:00	2	818	0.001	2	818	0.001	2	818	0.002
16:00 - 17:00	2	818	0.000	2	818	0.000	2	818	0.000
17:00 - 18:00	2	818	0.000	2	818	0.000	2	818	0.000
18:00 - 19:00	2	818	0.000	2	818	0.000	2	818	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.003			0.006

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY

MULTI-MODAL CYCLISTS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	818	0.002	2	818	0.000	2	818	0.002
08:00 - 09:00	2	818	0.040	2	818	0.000	2	818	0.040
09:00 - 10:00	2	818	0.001	2	818	0.000	2	818	0.001
10:00 - 11:00	2	818	0.001	2	818	0.000	2	818	0.001
11:00 - 12:00	2	818	0.000	2	818	0.000	2	818	0.000
12:00 - 13:00	2	818	0.000	2	818	0.000	2	818	0.000
13:00 - 14:00	2	818	0.000	2	818	0.000	2	818	0.000
14:00 - 15:00	2	818	0.000	2	818	0.000	2	818	0.000
15:00 - 16:00	2	818	0.001	2	818	0.020	2	818	0.021
16:00 - 17:00	2	818	0.000	2	818	0.021	2	818	0.021
17:00 - 18:00	2	818	0.001	2	818	0.000	2	818	0.001
18:00 - 19:00	2	818	0.002	2	818	0.001	2	818	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.048			0.042			0.090

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	818	0.023	2	818	0.000	2	818	0.023
08:00 - 09:00	2	818	0.265	2	818	0.003	2	818	0.268
09:00 - 10:00	2	818	0.012	2	818	0.002	2	818	0.014
10:00 - 11:00	2	818	0.007	2	818	0.006	2	818	0.013
11:00 - 12:00	2	818	0.004	2	818	0.003	2	818	0.007
12:00 - 13:00	2	818	0.008	2	818	0.018	2	818	0.026
13:00 - 14:00	2	818	0.023	2	818	0.011	2	818	0.034
14:00 - 15:00	2	818	0.007	2	818	0.012	2	818	0.019
15:00 - 16:00	2	818	0.009	2	818	0.198	2	818	0.207
16:00 - 17:00	2	818	0.012	2	818	0.101	2	818	0.113
17:00 - 18:00	2	818	0.012	2	818	0.006	2	818	0.018
18:00 - 19:00	2	818	0.004	2	818	0.005	2	818	0.009
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.386			0.365			0.751

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	818	0.007	2	818	0.000	2	818	0.007
08:00 - 09:00	2	818	0.235	2	818	0.001	2	818	0.236
09:00 - 10:00	2	818	0.002	2	818	0.002	2	818	0.004
10:00 - 11:00	2	818	0.000	2	818	0.003	2	818	0.003
11:00 - 12:00	2	818	0.002	2	818	0.001	2	818	0.003
12:00 - 13:00	2	818	0.001	2	818	0.000	2	818	0.001
13:00 - 14:00	2	818	0.002	2	818	0.011	2	818	0.013
14:00 - 15:00	2	818	0.000	2	818	0.005	2	818	0.005
15:00 - 16:00	2	818	0.002	2	818	0.218	2	818	0.220
16:00 - 17:00	2	818	0.000	2	818	0.012	2	818	0.012
17:00 - 18:00	2	818	0.001	2	818	0.001	2	818	0.002
18:00 - 19:00	2	818	0.001	2	818	0.001	2	818	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.253			0.255			0.508

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

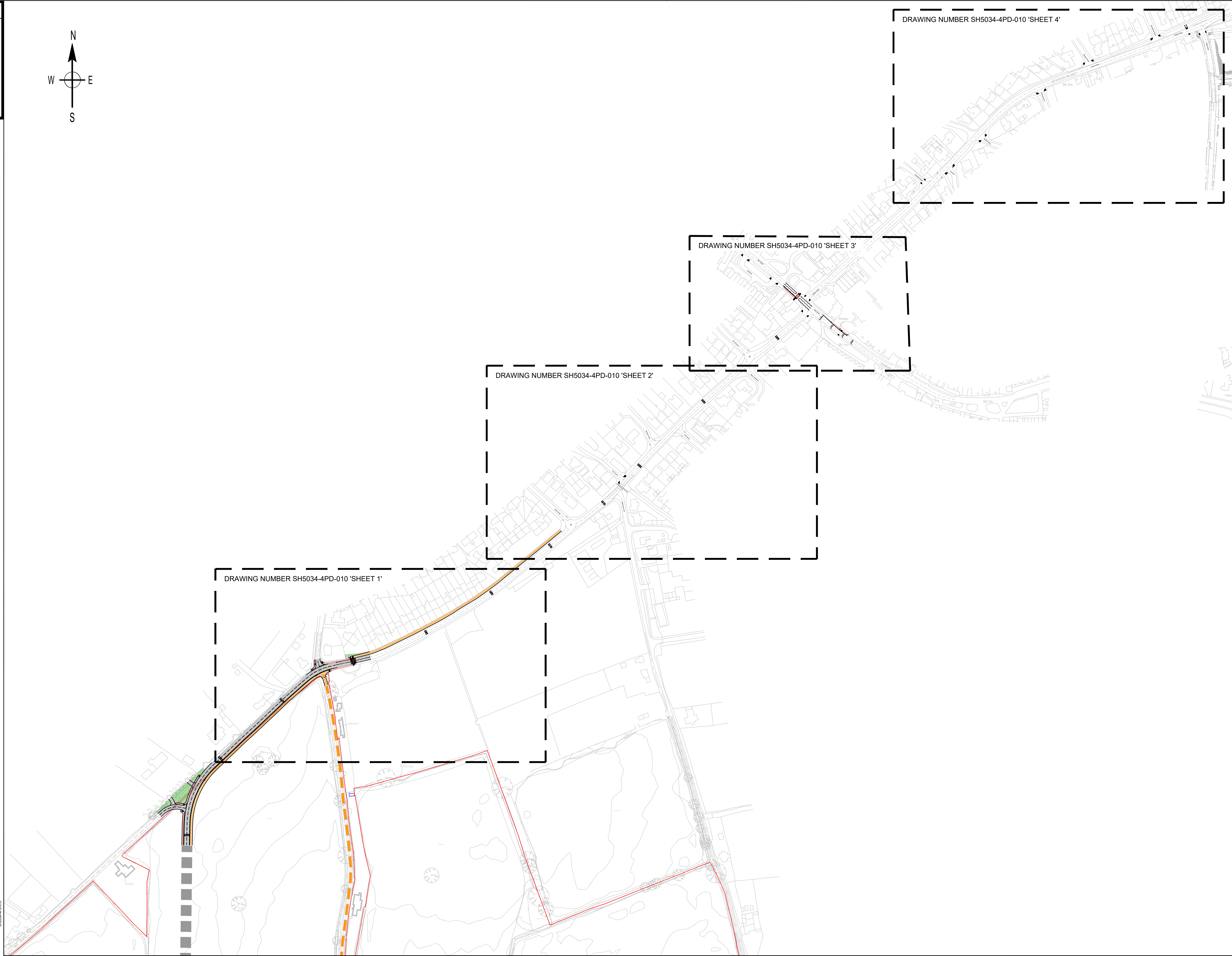
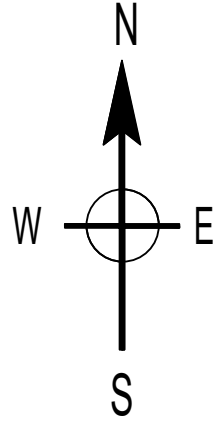
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	818	0.000	2	818	0.000	2	818	0.000
08:00 - 09:00	2	818	0.036	2	818	0.000	2	818	0.036
09:00 - 10:00	2	818	0.000	2	818	0.000	2	818	0.000
10:00 - 11:00	2	818	0.001	2	818	0.000	2	818	0.001
11:00 - 12:00	2	818	0.000	2	818	0.000	2	818	0.000
12:00 - 13:00	2	818	0.000	2	818	0.000	2	818	0.000
13:00 - 14:00	2	818	0.001	2	818	0.000	2	818	0.001
14:00 - 15:00	2	818	0.000	2	818	0.000	2	818	0.000
15:00 - 16:00	2	818	0.000	2	818	0.013	2	818	0.013
16:00 - 17:00	2	818	0.000	2	818	0.021	2	818	0.021
17:00 - 18:00	2	818	0.000	2	818	0.000	2	818	0.000
18:00 - 19:00	2	818	0.000	2	818	0.001	2	818	0.001
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.038			0.035			0.073

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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.

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

dip

design & planning

sdd

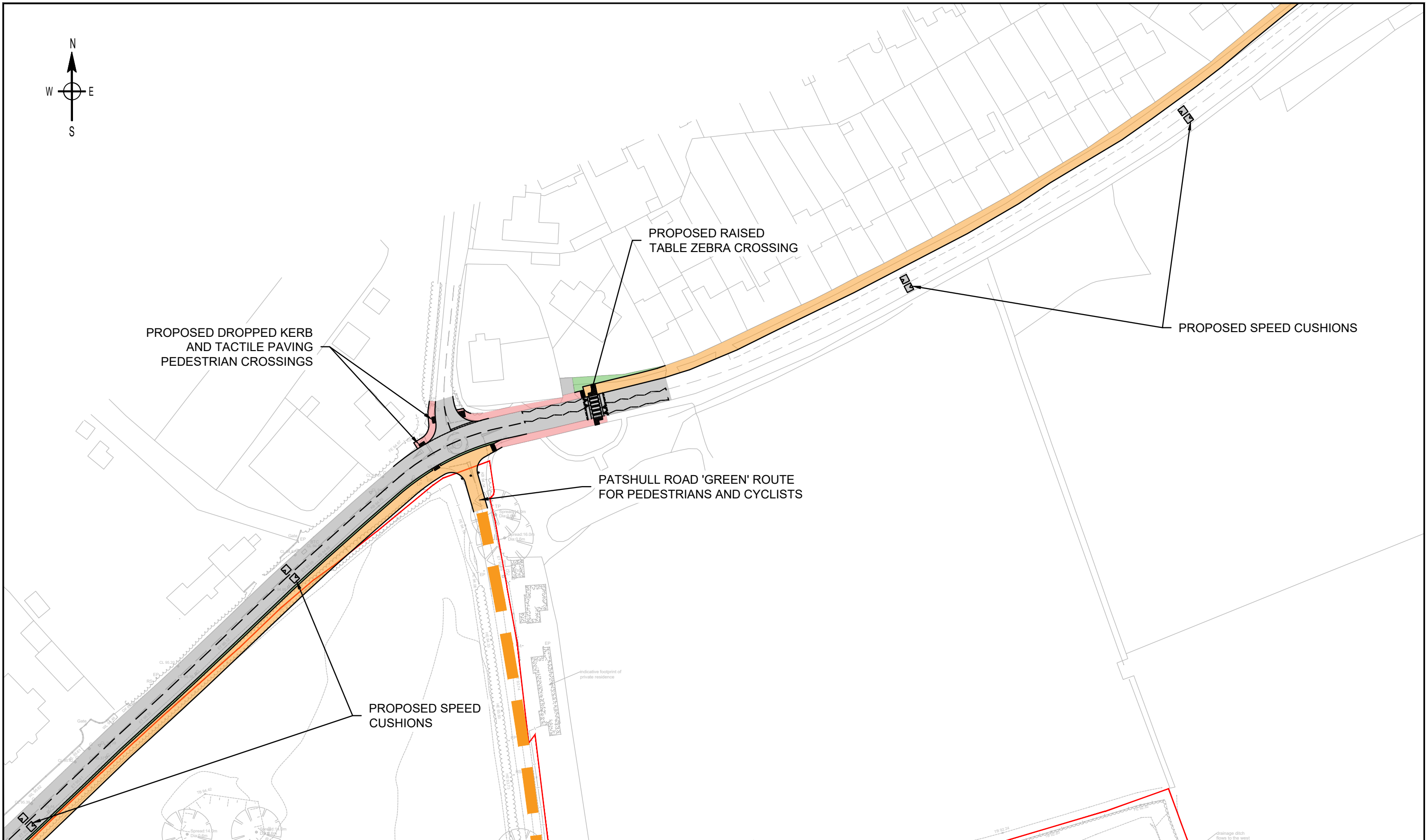
structural design & delivery

DRAWING NUMBER

REV.

SH5034-4PD-010

-



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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. -

CAD FILE NAME : SH5034-4PD-010



EXISTING 20MPH MAX SPEED
SCHOOL SIGN (WESTBOUND)

PROPOSED SPEED CUSHIONS

PROPOSED ADDITION OF TACTILE
PAVING TO EXISTING DROPPED
KERB PEDESTRIAN CROSSING

PROPOSED SPEED CUSHIONS

EXISTING 20MPH MAX SPEED
SCHOOL SIGN (EASTBOUND)

PROPOSED SPEED
CUSHIONS

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PROJECT
ALBRIGHTON SOUTH

CLIENT
BONINGALE HOMES

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

SHEET 2 OF 4

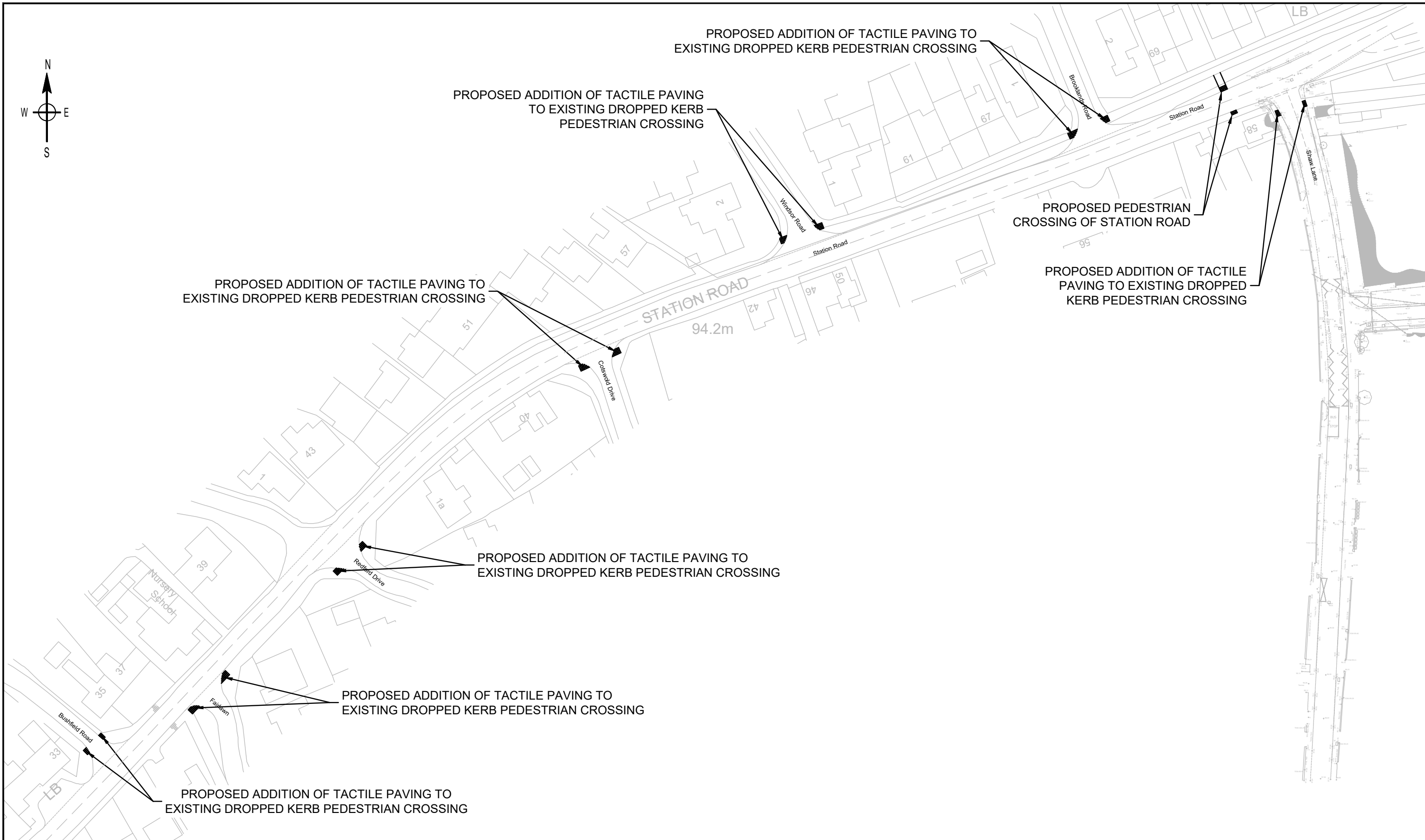
DRAWN BY	CHECKED BY	APPROVED BY	DATE	SCALES @ A3 SIZE	ISSUE STATUS
KH	JN	AM	24.09.24	1:1000	PLANNING



DRAWING NUMBER	REV.
SH5034-4PD-010	-

CAD FILE NAME : SH5034-4PD-010

REV	DR	CH	AP	DATE



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REV		DR	CH	AP	DATE

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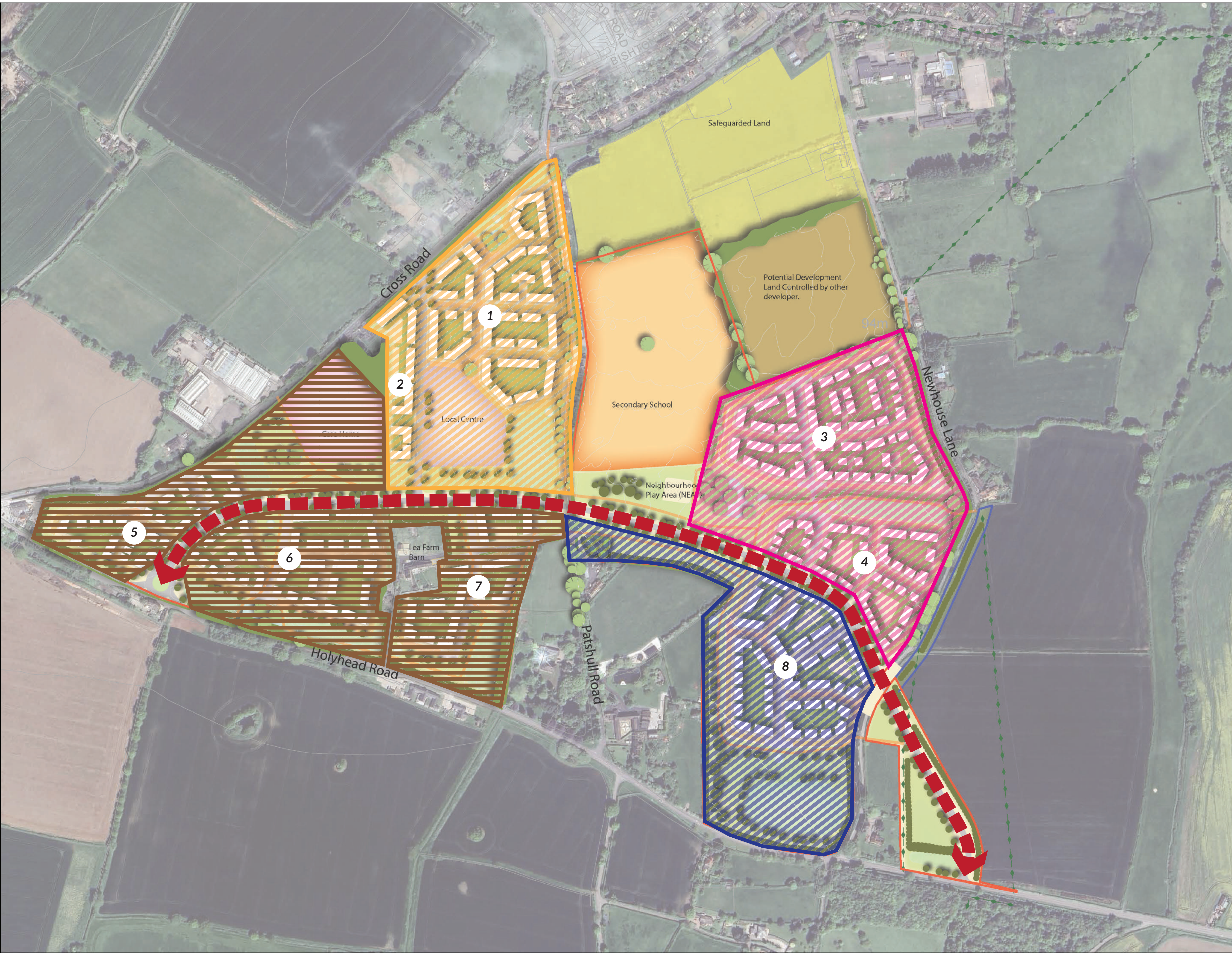
PROJECT ALBRIGHTON SOUTH					
DRAWING TITLE OFF-SITE INFRASTRUCTURE IMPROVEMENTS ON ROUTE TO EXISTING LOCAL FACILITIES					
SHEET 4 OF 4					
DRAWN BY	CHECKED BY	APPROVED BY	DATE	SCALES @ A3 SIZE	ISSUE STATUS
KH	JN	AM	24.09.24	1:1000	PLANNING

CLIENT BONINGALE HOMES	
 SDD SUSTAINABLE DEVELOPMENT AND DELIVERY  DIP DIP PLANNING LIMITED A specialist team within DLF Planning Ltd	
DRAWING NUMBER SH5034-4PD-010	REV. -

CAD FILE NAME : SH5034-4PD-010

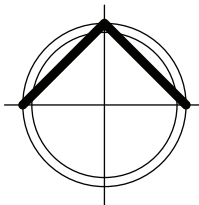
TECHNICAL NOTE 01

APPENDIX D INDICATIVE PHASING STRATEGY



Phase / Parcel	Area (ha)	Dwellings at 36DPH
Phase One		
Resi Parcel 1	4ha	144
Resi Parcel 2	1.2ha	43
Local Centre	1.1ha	-
Phase Two		
Resi Parcel 3	3.8ha	137
Resi Parcel 4	2.6ha	94
Phase Three		
Resi Parcel 5	1.7ha	61
Resi Parcel 6	2.9ha	104
Resi Parcel 7	2.2ha	79
Care Home	1.3ha	-
Phase Four		
Resi Parcel 8	3.6ha	130
Approximate Residential Total	22ha	800
 Primary Street		

Note: Phasing Plan and Figures based on CASS Framework Plan (SH5034/SK003 19.07.24)



Status
Preliminary

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This drawing is for planning purposes only and is not to be used as a basis for construction.
Do not scale from this drawing- use figured dimensions only.

Client: Boningale Homes

Project title: Albrighton South

Drawing title: Phasing Plan

Scale: NTS (A2)

Date: October 24

Drawn by: JMP

Checked by: LH

Drawing no.: PP01

Revision: C



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