



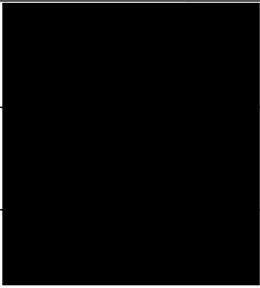
For and on behalf of
Boningale Homes Limited

Transport Assessment

South Albrighton, Shropshire

**Prepared by
Sustainable Development and Delivery
DLP Planning Ltd
Bristol**

May 2024

Prepared by:	Kurt Hardy Principal Transport Planner		
Checked by:	James Neville BSc (Hons) MTPS Associate Director		
Approved by:	Anna Meer BA (Hons) CMILT Director		
Date: May 2024	Office: Bristol	Issue: For Submission	

Sustainable Development and Delivery

**4 Abbey Court
Fraser Road
Priory Business Park
Bedford
MK44 3WH
Tel: 01234 832740**

**6th Floor
Broad Quay House
Prince Street
Bristol
BS1 4DJ
Tel: 01179 758680**

**Office 106
Cumberland House
35 Park Row
Nottingham
NG1 6EE
Tel: 01158 966620**

**Ground Floor
V1 Velocity
Tenter Street
Sheffield
S1 4BY
01142 289190**

DLP Consulting Group disclaims any responsibility to the client and others in respect of matters outside the scope of this report. This report has been prepared with reasonable skill, care and diligence. This report is confidential to the client and DLP Planning Ltd accepts no responsibility of whatsoever nature to third parties to whom this report or any part thereof is made known. Any such party relies upon the report at their own risk.

CONTENTS	PAGE
1.0 INTRODUCTION	6
2.0 POLICY CONTEXT	9
National Planning Policy Framework (NPPF, December 2023)	9
Department for Transport (DfT) Guidance on Transport Assessments 2007	10
Shropshire Council Core Strategy 2006 – 2026 (2011)	10
Draft Shropshire Local Plan (2016 – 2038) (2020)	11
Shropshire Local Transport Plan 2011-2026 (2011)	11
Shropshire Waste Management Guidance (2022)	11
Shropshire Local Plan Additional Sustainability Appraisal Report (April 2024)	12
3.0 EXISTING CONDITIONS	13
Site Location and Access	13
Local Highway Network	14
A464 Holyhead Road	14
Cross Road	15
Patshull Road	16
Newhouse Lane	18
Accessibility	18
Pedestrian Travel	19
Service / Facility	20
Cycle Travel	25
Audit of Active Travel Routes to Local Facilities	27
Route 1: Site to Albrighton Primary School	28
Route 2: Site to Local Facilities, Albrighton High Street	28
Route 3: Site to St Mary's Church of England Primary School and Albrighton Station... ..	29
Public Transport – Bus	30
Public Transport – Rail	31
Personal Injury Accident Data	33
Existing Vehicle Traffic Flows	35
4.0 DEVELOPMENT PROPOSALS	37
Overview of Development Proposals	37
Site Access Design Criteria	38
Proposed Site Access Strategy	39
Parking	45
Electric Vehicle (EV) Charging	45

5.0	PROPOSED TRIP GENERATION.....	46
	Proposed Residential Element (vehicle trips)	46
	Proposed Elderly Persons Care Facility (vehicle trips)	47
	Proposed Secondary School - 750 Pupils (vehicle trips)	48
	Proposed GP Surgery / Pharmacy (vehicle trips)	49
	Proposed Supermarket (vehicle trips)	50
	Flexible E Class Space for Community Uses	51
	Total Vehicle Trip Generation	51
	Proposed Multi Modal Trip Generation.....	52
6.0	PROPOSED TRAFFIC DISTRIBUTION AND ASSIGNMENT	56
	Traffic Distribution	56
	Traffic Assignment	57
7.0	JUNCTION CAPACITY ANALYSIS – PROPOSED SITE ACCESS JUNCTIONS.....	59
	Junction Capacity Assessments.....	60
	A464 Holyhead Road / Spine Road Roundabout	62
	Cross Road / Elm Road priority junction.....	64
8.0	SUSTAINABLE TRAVEL PROMOTION / ACCESSIBILITY IMPROVEMENTS	66
	Introduction	66
	Sustainable Transport.....	66
	Framework Travel Plan.....	67
	Appointment of a Travel Plan Co-ordinator (TPC).....	67
	Sustainable Travel Information Packs (TIPs)	68
	Walking & Cycling Initiatives	69
	Public Transport Strategy, Improvements and Promotion	70
	Development Car Share Scheme.....	73
	Car clubs	73
	E-Bike Hire Scheme.....	74
	Bicycle User Group (BUG)	74
	Travel Plan Steering Group.....	74
	Sustainable Travel Website	75
	Promotion and Awareness	75
	Care and Education Land Uses Travel Plans.....	75
	Travel Surveys.....	76
	Electric Car Charing Points	76
	High Speed Broadband.....	77
9.0	CONCLUSIONS	78

APPENDICES

Appendix A:	SDD Transport Pre-application Note
Appendix B:	SC Pre-application Planning Response
Appendix C:	Active Travel Audit Photos
Appendix D:	ATC and MCC Traffic Survey Results
Appendix E:	Indicative Site Masterplan
Appendix F:	Site Access Strategy Drawing
Appendix G:	South Western Site Access Roundabout
Appendix H:	South Eastern Site Access Ghost Island Right Turn Junction
Appendix I:	Northern Site Access – Cross Road Improvements
Appendix J:	Patshull Road, Cross Road and Newhouse Lane Stopping Up
Appendix K:	TRICS Assessment Outputs
Appendix L:	Pedestrian Improvements Proposed from Active Travel Audit
Appendix M:	Census 2011 Data and Proposed Reassignment
Appendix N:	Proposed Development Traffic Distribution and Flows for Testing
Appendix O:	TEMPro Traffic Growth Calculations and Factors
Appendix P:	Junctions 9 Site Access Capacity Modelling Outputs

1.0 INTRODUCTION

- 1.1 This Transport Assessment (TA) has been prepared by the Sustainable Delivery and Development (SDD) team of DLP Planning Ltd on behalf of Boningale Homes Limited in support of an outline planning application for circa 800 residential units, a 80-unit care facility, a Secondary School, a neighbourhood centre / supermarket / Doctors Surgery-Pharmacy, start-up employment units and a small public transport shuttle service on land at south Albrighton, Shropshire.
- 1.2 This TA follows the preparation of a Pre-Application Highways Technical Note which was prepared and submitted to Shropshire Council (SC) Highways in November 2023. A full copy of the submitted Technical Note is provided at **Appendix A**. A response was provided by SC on the 9th of January 2024 to the wider planning considerations set out in the Pre-application submission pack, however this did not contain any detailed consideration of the key highways matters set out for agreement and discussion in the Highways Pre-application Technical Note. A full copy of the SC Pre-application response is provided at **Appendix B**.
- 1.3 Following the receipt of the initial SC Highways comments, further requests were made by SDD for SC Highways to provide more detailed comments to reflect the detail and level of assessment included in the Pre-application Highways Technical Note. Unfortunately, SC Highways did not provide this and on the 12th March responded to SDD requests for further discussions with the SC Highways team stating:
- "I note that the pre application advice you have received is clear and confirms that your proposal is unacceptable in principle. This being the case, there is no merit in Shropshire Council officers engaging with you on the scoping of supporting documents or upon the details of your masterplan".*
- 1.4 Given the lack of engagement from SC Highways, it has not been possible to scope out the principles of the TA and TP which was the purpose of the Transport Pre-application Scoping submission.
- 1.5 In addition to SC Highways, the Pre-application Technical Note was also provided to National Highways (NH) for their comment and review. Initial comments from NH were received on the 25th of April 2024 which broadly agreed with the proposed vehicle trip generation methodology and the methodology for distributing vehicle traffic on the NH road network via the use of Census journey to work data.
- 1.6 The purpose of this TA is to provide a detailed assessment of the various highways and transportation issues that have been identified and to confirm the proposed site access arrangements. It also considers the impact of the proposed development traffic increases in terms of highway safety and provides a detailed consideration of opportunities for access by non-car modes and whether any specific improvements are required in this respect.
- 1.7 As set out in greater detail later in this TA, traffic survey work has been undertaken at a number of junctions surrounding the site to allow an assessment of the capacity of the key

site access junctions proposed to serve the site.

- 1.8 In addition to this, further surveys have been undertaken at wider off-site junctions to assess the potential impact of development traffic on junction capacity and to establish if any mitigation work is required at these junctions to ensure that the impact of development traffic cannot be considered to be 'severe'. Typically the scope of the surveys and the junctions to be assessed would be agreed with the relevant Highway Authority prior to undertaking the initial survey work. However, this has not been possible in this instance as SC Highways have not been willing to engage in any meaningful Pre-application discussions.
- 1.9 This report has been informed by site visits undertaken on Monday 30th October 2023 between the hours of 8.30 to 9.30 and Monday 15th April 2024 between the hours of 11:30 to 13:00 to review the existing highway network.
- 1.10 This report takes into account current Government policy contained within the National Planning Policy Framework [NPPF] (December 2023) and in particular that within Paragraphs 114 and 115, which state that:

"114. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

115. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

- 1.11 As well as considering the NPPF, this report also gives due regard to current best practice contained within:

'Manual For Streets' (MfS, 2007);

'Manual For Streets 2' (MfS2, 2010);

'Travel Plans, Transport Assessments and Statements in decision-taking' (PPG, 2014);

'Planning for Walking' (CIHT, 2015);

'Providing for Journeys on Foot' (CIHT, 2000);

'Integrating Cycling into Development Proposals' (Cycling England, 2011);

'Local Transport Note 2/08 Cycle Infrastructure Design' (DfT, 2008);

'Guidance on Transport Assessments' (DfT, 2007), and;

'Shropshire Council Core Strategy 2006 – 2026 (2011);
'Draft Shropshire Local Plan (2016 – 2038) (2020);
'Shropshire Local Transport Plan 2011-2026' (2011);
'Shropshire Waste Management Guidance (2022) and
'Shropshire Manual for Adoptable Roads and Transport' (SMART) 2021.

1.12 In addition to this, the TA and where relevant, the site access junction designs have been prepared taking into consideration the Department for Transport (DfT) CD123 'Geometric design of at-grade priority and signal controlled junctions' and CD116 'Geometric design of roundabouts' guidance document.

1.13 The structure of the remainder of this report is summarised below:

Section 2: provides an overview of the relevant national and local policy;

Section 3: provides an overview of the existing baseline site conditions, including a review of the available walking and cycling routes and facilities, public transport options, the accessibility of key local facilities, as well as the highway characteristics of the site and adjacent highway network;

Section 4: outlines the development proposals and composition, as well as details relating to the site access and an overview of servicing and parking requirements;

Section 5: provides an assessment of the number of vehicle and multi-modal trips anticipated to be generated by the development;

Section 6: provides a description of the traffic distribution calculation methodology and traffic assignment for the proposed development vehicle movements.

Section 7: provides a methodology for the junction capacity assessment work and the results of the capacity testing for the proposed site access junctions;

Section 8: provides a summary of the Active Travel measures proposed for the development; and

Section 9: summarises and concludes the key points in the TA.

2.0 POLICY CONTEXT

- 2.1 This section reviews key national and local transport and planning policies which are relevant to the proposed development.

National Planning Policy Framework (NPPF, December 2023)

- 2.2 The NPPF places heavy emphasis on the importance of sustainability, where Paragraph 109 sets out that:

“The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”

- 2.3 Paragraph 114 goes on to set out key criteria that development sites should establish. It states:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”

- 2.4 Paragraph 115 of the NPPF states:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

- 2.5 Paragraph 116 of the NPPF goes on to set out a list of preferred criteria for applications for development. It recommends that priority is given to pedestrian and cycle movements and minimising the scope for conflict between pedestrians, cyclists and vehicles.

- 2.6 Paragraph 117 provides a summary of the above policies and outlines the level of detail that should be provided as part of any application, in relation to highways and transportation. It sets out the following requirements:

“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”

- 2.7 In respect of planning obligations, paragraph 57 states how contributions should only be sought where they meet all of the following tests:

“a) necessary to make the development acceptable in planning terms;

b) directly related to the development; and

c) fairly and reasonably related in scale and kind to the development.”

- 2.8 The NPPF is supported by a range of associated Planning Practice Guidance (PPG) documentation. This includes advice on ‘Transport evidence bases in plan making and decision taking’ (2015), which provides guidance to assist local planning authorities assess strategic transport needs and identify suitable mitigation within Local Plans. The PPG documentation also includes ‘Travel Plans, Transport Assessments and Statements in Decision-Taking’ (2014). This document provides general advice on the scope of TAs and where they might be required, taking into account Paragraph 115 of the NPPF.

Department for Transport (DfT) Guidance on Transport Assessments 2007

- 2.9 Whilst this guidance has been superseded, it provides detailed guidance on what is to be included in a TA and also sets a threshold on when junction capacity modelling should be considered which it sets at a level of 30 two-way vehicle movements. However, it should be noted that the document also states that “Whilst there is no suggestion that 30 two-way peak hour vehicle trips would, in themselves, cause a detrimental impact, it is a useful point of reference from which to commence discussions.”
- 2.10 Whilst the 2007 guidance document is now archived, it is still widely considered to be a useful starting point for assessment.

Shropshire Council Core Strategy 2006 – 2026 (2011)

- 2.11 The Shropshire Council Core Strategy, adopted in March 2011, sets out the long term planning vision until 2026.
- 2.12 ‘Policy CS6 – Sustainable Design and Development’ Principles states that:

“To create sustainable places, development will be designed to a high quality using sustainable design principles, to achieve an inclusive and accessible environment which respects and enhances local distinctiveness and which mitigates and adapts to climate change.”

2.13 This will be achieved by:

“Requiring proposals likely to generate significant levels of traffic to be located in accessible locations where opportunities for walking, cycling and use of public transport can be maximised and the need for car based travel to be reduced.”

Draft Shropshire Local Plan (2016 – 2038) (2020)

2.14 The Shropshire Local Plan has been developed so that:

“Upon adoption the policies of the Shropshire Local Plan 2016 to 2038 will replace the policies of the Core Strategy and SAMDev Plan, except for the SAMDev site allocations which have yet to be delivered, which will be ‘saved’ and therefore continue to form part of the Development Plan.”

2.15 The Draft Local Plan “seeks to provide a sustainable pattern of growth, responding to the varying scales, needs and functions of the County’s hierarchy of settlements”.

2.16 Section 5 of the Draft Shropshire Local Plan – ‘*Settlement Policies*’ covers the place specific policies for key settlement areas identified within the county. These ‘*settlement policies*’ “are grouped by areas which reflect approximate functional zones of influence (known as *Place Plan Areas*). *Place Plan Areas* generally consist of a main centre, its surrounding settlements and rural hinterland”.

2.17 There are 18 Place Plan Areas in total, and Albrighton is identified as ‘S1’. ‘Schedule S1. (ii). Safeguarded Land: Albrighton Key Centre’ identifies “Land at Cross Road” which has a total site area of 6.98ha as ‘*safeguarded land*’.

2.18 From the ‘*Shropshire Local Plan Review: Consultation on Preferred Sites*’ (November 2018) document, the “*Land at Cross Road*” is identified as site reference ‘*P36 (northern portion including ALB014)*’. This safeguarded land is located just to the north of the site

Shropshire Local Transport Plan 2011-2026 (2011)

2.19 The Shropshire Council Local Transport Plan, adopted in March 2011, sets out the long term transport vision until 2026.

2.20 ‘Policy E11 – Location and design of new development’ confirms that targets will be to enhance accessibility and reduce car dependency.

Shropshire Waste Management Guidance (2022)

2.21 Shropshire Councils’ Waste Management Guidance sets out the requirements for developers to consider for residential schemes. The document provides guidance on the type and size of refuse vehicles, standard requirements for access, design and location of bin stores.

2.22 The guidance requires developers to ensure sufficient manoeuvring space to accommodate a refuse vehicle which is 2.5m wide by 9.5m long.

Shropshire Local Plan Additional Sustainability Appraisal Report (April 2024)

- 2.23 As part of the Draft Local Plan appraisal process, Planning Inspectors have requested that SC undertake a further sustainability appraisal of wider, unallocated sites to ensure that additional appropriate sites can be found to accommodate the *'Unmet Housing and Employment Land Needs of the Association of Black Country Authorities (ABCA) and Policy SP2'* included in the Draft Local Plan.
- 2.24 The proposed development site is referenced as P37b and is allocated a sustainability score of 18 out of 24 based on access to Primary Schools, GP Surgery, convenience store and public transport services. The sustainability of the site is further described in later sections of this TA.
- 2.25 In terms of access the appraisal confirms that direct access to the road network can be achieved. It also goes on to state;
- "Assumes development will fund site frontage improvements along Newhouse Lane and Patshull Road, including widening, provision of footway and extension of speed limits.*
- Also assumes development will fund review and improvements at four junctions - Holyhead Road / Patshull Road, Cross Road / Patshull Road, Newhouse Lane / Holyhead Road and Newhouse Lane / Cross Road.*
- The extent of these reviews and improvements will be dependent upon the layout of the development and decisions on the most appropriate access points for a development of potentially 1688 homes. A new access onto Holyhead Road may be appropriate".*
- 2.26 As clearly set out in the highways' comments in the sustainability appraisal, the site can be successfully delivered for a large scale development subject to appropriate access points being delivered and improvements to key local junctions. The points raised in the highways' comments have been a material consideration in the development of the scheme and access, highway improvement proposals set out in this TA.

3.0 EXISTING CONDITIONS

Site Location and Access

- 3.1 The site lies on land approximately 1km to the southwest of the centre of the village of Albrighton. The land is bound by undeveloped land to the north; Cross Road to the west; the A464 and residential dwellings to the south, and; Newhouse Lane, residential dwellings and farmland to the east. An indicative site location boundary is shown in **Figure 1**.



Figure 1. Site Location Plan

- 3.2 The existing site measures approximately 49ha and primarily comprises of undeveloped grassland. As set out in the 'Draft Shropshire Local Plan (2016 – 2038)', to the northeast of the site there is a section of allocated 'safeguarded land' for development as in 'Schedule S1.1 (ii) Safeguarded Land: Albrighton Key Centre'. This safeguarded land, identified in the 'Shropshire Local Plan Review: Consultation on Preferred Sites' document, as 'P36 (northern portion including ALB014)' (as shown outlined by the yellow line in **Figure 1**) covers an area of 6.98ha which is located just north of the red line boundary. A further parcel of land to the south of the 'safeguarded' land is also understood to be under option to a separate housing developer which, when combined with the 'safeguarded' land, could allow for a development of up to 200 residential units.
- 3.3 The site has 4 existing access points which consist of gated agricultural field accesses. The

location of the site accesses are outlined below and in **Figure 1**:

- 3.4 There are four key roads that are of interest for outlining the existing context of the site. these are:

A464 Holyhead Road (to the south of the site);
Cross Road (to the west of and north of the site);
Patshull Road (through the centre of the site); and
Newhouse Lane (through the site towards its eastern boundary).

- 3.5 A detailed review of the key roads listed above is set out below.

Local Highway Network

- 3.6 **Figure 2** illustrates the road network of interest, outlined in Paragraph 3.4, in proximity to the site.



Figure 2. Local Road Network

A464 Holyhead Road

- 3.7 The A464 Holyhead along the southern edge of the site is subject to the national speed limit and does not benefit from street lighting. Along the site frontage, the A464 is approximately 6.7m wide and has a single footway which extends west on the northern side of the road from the A464 / Cross Road priority junction shown in **Figure 3**.



Figure 3. A464 / Cross Road Junction

- 3.8 This section of footway terminates at the Cross Road junction and recommences on the northern side of the carriageway at the A464 / Patshull Road junction. The footway on the northern side runs adjacent to the southern boundary of the site. Along the northern edge of the A464 there are sections of grass verge which range in width from approximately 2 to 12m.
- 3.9 Further afield, to the northwest the A464 extends for approximately 8.5km to Shifnal and 10.5 km to the Castle Farm Interchange (Junction 4 of the M54) where the A464 links with the M54 and Castle Farm Way. To the south east the A464 extends for approximately 4km to meet the A41 at a signalised junction. From this point the A41 continues as Holyhead Road and provides a direct connection into Wolverhampton approximately 11.5km to the east of the site.

Cross Road

- 3.10 Cross Road extends northeast from the A464 / Cross Road priority junction and is between approximately 5 to 6m wide. The section of Cross Road between the A464 and the Cross Road / Elm Road / Patshull Road mini-roundabout has no footways.
- 3.11 The majority of Cross Road is subject to the national speed limit; however, this reduces to 40mph and then 30mph approximately 600m and 700m respectively northeast of the A464 / Cross Road junction (see **Figure 4**).



Figure 4. Existing National Speed Limit to 40mph and 40mph to 30mph Speed Limit Changes Along Cross Road

- 3.12 Cross Road benefits from street lighting which starts from approximately 40m east of the national speed limit / 40mph speed limit change signage and continues through the village (to the east).
- 3.13 Between the A464 / Cross Road junction and Cross Road / Elm Road / Patshull Road mini-roundabout there is a grass verge adjacent to both the southern and northern edges of the carriageway which ranges in width between approximately 0.5 and 4m.
- 3.14 Between the Cross Road / Elm Road / Patshull Road mini-roundabout to the Cross Road / Albert Road mini-roundabout to the north east there is an approximately 2m wide footway on the northern side of Cross Road.
- 3.15 This footway is separated from the carriageway by a grass verge which is approximately 1 to 2m wide; there is also a footway on the southern side of the road. However, as shown by comparisons between Google Street View imagery captured in 2009 and 2023 (shown in **Figure 11** later in the report) the southern footway is now almost entirely overgrown.
- 3.16 On street parking bays are provided on the northern side of Cross Road between the Cross Road / Patshull Road mini roundabout junction to the west and the Cross Road / Albert Road mini roundabout junction to the east.
- 3.17 From the Cross Road / Albert Road mini-roundabout to the High Street / Cross Road junction to the east of the site, there are footways on both sides of the road with widths typically varying between 1.5 to 2m. Further detail on the suitability of the surrounding active travel infrastructure is provided later in this TA.

Patshull Road

- 3.18 Patshull Road forms the southern arm of the Cross Road / Elm Road mini-roundabout junction and is an unclassified road between approximately 4.5 to 5m wide.

- 3.19 Patshull Road is subject to a 30mph speed limit from the Cross Road / Elm Road / Patshull Road mini-roundabout which changes to the national speed limit approximately 140m south of the mini-roundabout. The location of the existing speed limit change is shown at **Figure 5**.



Figure 5. National Speed Limit to 30mph Signage on Patshull Road

- 3.20 There are no footways on Patshull Road except from an approximately 25m long section located at the A464 / Patshull Road priority junction (the junction and footway are shown in **Figure 6**).



Figure 6. A464 / Patshull Road Bellmouth Junction and Footway on Patshull Road

Newhouse Lane

- 3.21 Newhouse Lane forms the southern arm of the Cross Road / Newhouse Lane priority junction on the north eastern boundary of the site. Newhouse Lane is an unclassified road which measures between approximately 3m to 3.7m wide for the majority of its length.
- 3.22 However, the northern section of the road widens to approximately 4.5m between the Cross Road junction and the southern boundary of the Albrighton Primary School site which takes vehicle access from Newhouse Lane. The road is subject to the national speed limit from the Newhouse Lane / A464 priority junction and changes to a 30mph speed limit approximately 315m south of the Newhouse Lane / Cross priority junction (see **Figure 7**).



Figure 7. 30mph to National Speed Limit Signage on Newhouse Lane

- 3.23 There is an approximately 1.5 to 2m wide footway on the east side of Newhouse Lane which runs from the Cross Road / Newhouse Lane priority junction up to the southern Albrighton Primary School vehicular access. This footway is set back from the carriageway directly outside the School by an approximately 2m wide grass verge. There is streetlighting along Newhouse Lane where the footway is present. The remaining section of Newhouse Lane to the south of the Primary School does not benefit from footways or streetlighting.

Accessibility

- 3.24 Paragraph 114 of the NPPF requires that plans and decisions consider whether:

“appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location”.

3.25 Furthermore, Paragraph 108 of the NPPF states that:

“Transport issues should be considered from the earliest stages of plan-making and development proposals, so that: opportunities to promote walking, cycling and public transport use are identified and pursued”.

Pedestrian Travel

- 3.26 The ‘*Planning for Walking*’ Guidance (CIHT, 2015) has been considered as part of this TA. This provides characteristics of pedestrian journeys and the legal framework surrounding the benefits of walking, which is considered to be one of the most important modes of travel at the local level.
- 3.27 The ‘*Providing for Journeys on Foot*’ Guidance (CIHT, 2000) sets out the recommended ‘desirable’, ‘acceptable’, and ‘maximum’ walking distances for town centres, commuting, and elsewhere. These distances are summarised in **Table 1**.

	Town Centres (m)	Commuting (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

Table 1. CIHT Guidelines for Pedestrian Journeys

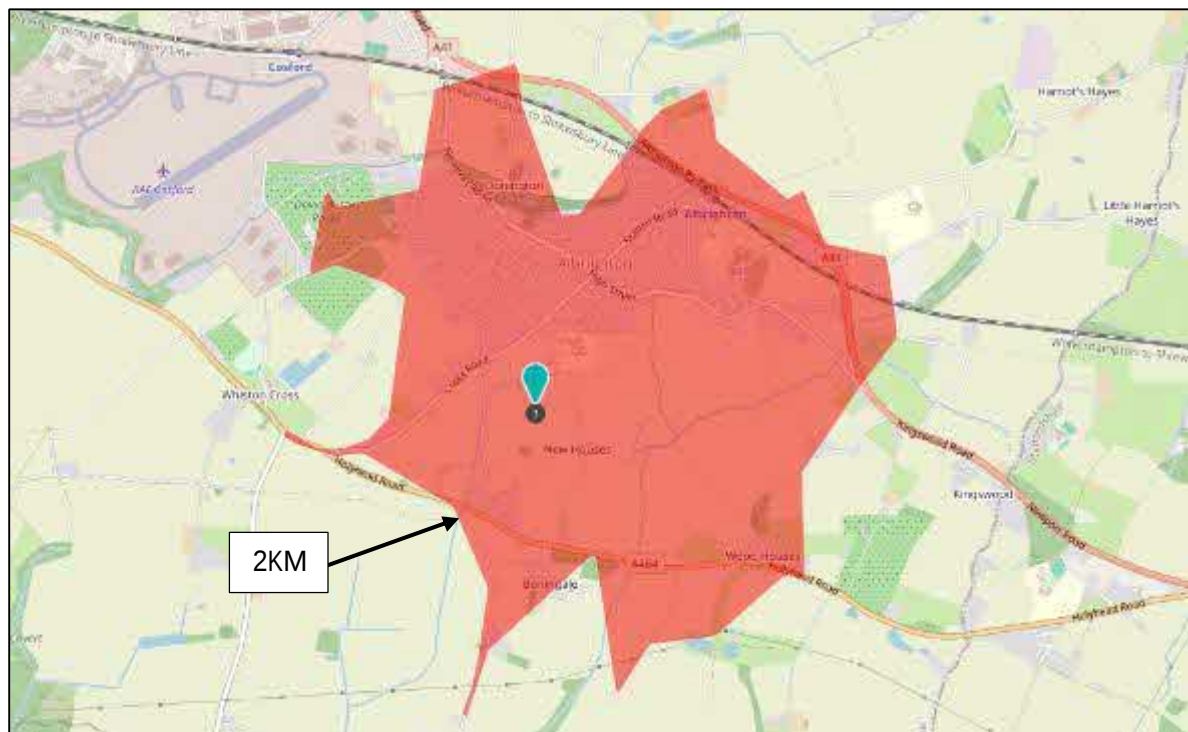


Figure 8. 2km Pedestrian Isochrone (from the Approximate Centre of the Site)

- 3.28 In light of the guidance in **Table 1**, **Figure 8** shows a 2km pedestrian isochrone which confirms that from the approximate centre of the site, the entirety of Albrighton is within a comfortable walking distance. This includes all of the amenities within Albrighton.

3.29 Examples of facilities within the 2km walk distance threshold are set out at **Table 2** and shown at **Figure 9**. Distances are taken from the approximate centroid of the site and measured / routed using the Google Maps walking tool.

SERVICE / FACILITY	Distance (from approximate centroid of site)	Walk time (mins) [1.5m/s]	Cycle time (mins) [7m/s]
Albrighton Table Tennis Club	700m	9	2
Albert Road Play Park	800m	11	3
Albrighton Primary School & District Swimming Club	1km	13	3
Nearest Bus Stops (Located on High Street)	1km	14	3
Albrighton High Street (Co-operative Food, Post Office, Chemist)*	1.1km	15	4
The Red House (Village Hall)	1.1km	15	4
Albrighton Bowling & Football Clubs	1.2km	16	4
Albrighton Dental Surgery	1.2km	16	4
Albrighton Library	1.2km	16	4
1 st Albrighton Scout Group	1.7km	24	6
Albrighton Medical Practice	1.8km	24	6
Albrighton Railway Station	1.8km	24	6
Albrighton Tennis & Cricket Clubs	1.8km	24	7
St Mary's Nursery Group & Saint Mary's C of E Primary School	1.9km	25	6

Table 2. Local Facilities

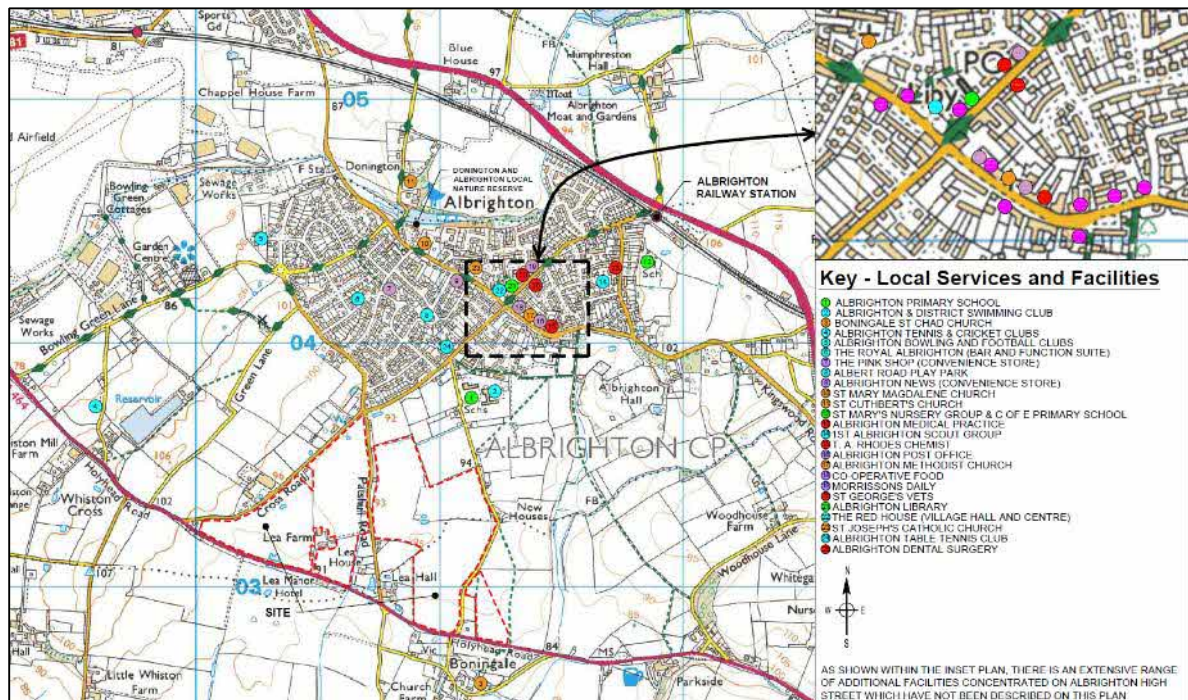


Figure 9. Local Facilities Plan

Summary of Surrounding Pedestrian Infrastructure

- 3.30 There is a dropped kerb and tactile paving crossing on the northern arm (Elm Road) of the Cross Road / Elm Road / Patshull Road mini-roundabout. This connects the footway on the western side of Elm Road to the footway which leads eastwards on Cross Road.
- 3.31 Between the Cross Road / Elm Road / Patshull Road mini-roundabout to the Cross Road / Albert Road mini-roundabout there is an approximately 2m wide footway on the northern side of Cross Road. This footway is separated from the carriageway by a grass verge which is approximately 1 to 2m wide as shown in **Figure 10**.
- 3.32 A dropped kerb and tactile paving crossing is provided on the northern arm of the mini roundabout junction (Albert Road) which provides a link to the footway on the eastern side of the junction.



Figure 10. Existing Footway and Grass Verge Along Cross Road

- 3.33 Site visits have confirmed that there is also an existing footway on the southern side of Cross Road between Patshull Road and the Albert Road mini roundabout, however, as previously set out and as shown by comparisons between Google Street View imagery captured in 2009 and 2023 (shown in **Figure 11**), this footway is now almost entirely overgrown.



Figure 11. Comparison of Google Street View from 2009 (Left) and 2023 (Right) Showing the Overgrown Footway on the Southern Edge of Cross Road

- 3.34 As shown in **Figure 12**, a 'Zebra' crossing is provided immediately to the east of the Cross Road / Newhouse Lane priority junction. This provides an appropriate crossing point for, amongst others, parents and pupils walking to and from Albrighton Primary School which takes access from Newhouse Lane.



Figure 12. Zebra Crossing Adjacent to the Cross Road / Newhouse Lane Priority Junction

- 3.35 Continuing northeast along Cross Road; there are dropped kerb and tactile paving crossings at the Cross Road / Whiston Close, Cross Road / Ash Grove, Cross Road / Manor Gardens priority junctions, as well as at the northern arm (The Orchard) of the Cross Road / The Orchard mini-roundabout. This covers the extent of Cross Road towards the priority junction with High Street.
- 3.36 Along the section of Cross Road between the A464 / Cross Road junction up to the Cross Road / Elm Road / Patshull Road mini-roundabout, which forms the western boundary with the site, there is no footway.
- 3.37 As previously mentioned, Newhouse Lane has no footways towards the southern Albrighton Primary School access.
- 3.38 As shown in **Figure 13**, from this point there is an approximately 1.5 to 2m wide footway on the east side of the road which is set back from the carriageway directly outside the School by an approximately 2m wide grass verge.



Figure 13. Footway Commencing Adjacent to the Southern Access of Albrighton Primary School

- 3.39 The footway adjacent to the School continues to the Cross Road / Newhouse Lane priority junction. There is a dropped kerb and tactile paving crossing at the Newhouse Lane / Garridge Close priority junction.
- 3.40 As shown in **Figure 14**, there is one Public Rights of Way (PROWs) located within the site boundary. PROW 0111/4/1 runs through the south eastern parcel of the site. As part of any future Reserved Matters application it would be ensured that an appropriate crossing is provided over the proposed southeastern access road to maintain the PROW.
- 3.41 In total there are 3 PROWs which connect to Newhouse Lane which forms the eastern boundary of the site. These are PROW 0102/9/1, PROW 0111/3/1, and PROW 0111/4/1.
- 3.42 **Figure 14** shows that the two latter PROWs provide a connection from Newhouse Lane to the A464 and Boningale St Chad Church to the south. PROW 0102/9/1 provides a footpath route from Newhouse Lane to High Street in the northeast, exiting onto High Street adjacent to the Harp Hotel.

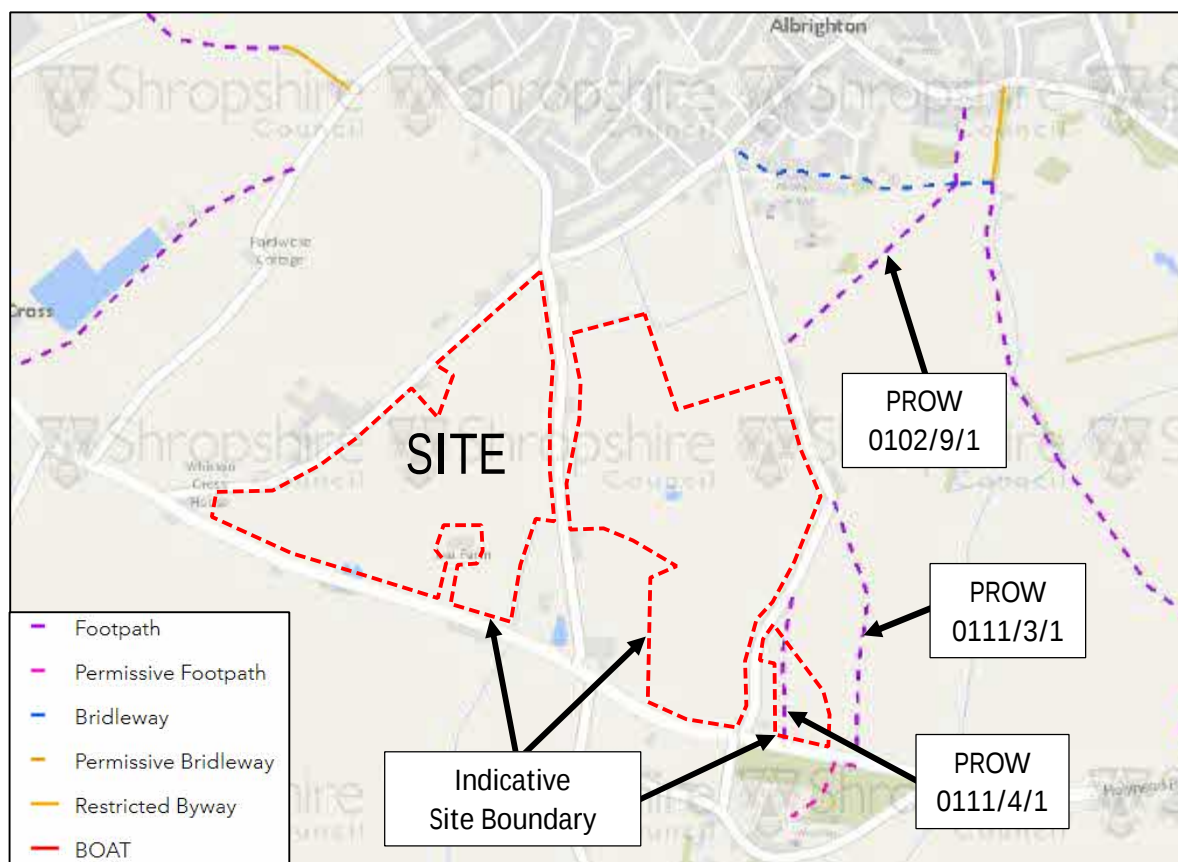


Figure 14. Public Rights of Way in the Vicinity of the Site (Extracted from the Shropshire Outdoor Recreation Map)

Cycle Travel

3.43 As well as walking, cycling also has the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport.

3.44 With reference to acceptable cycling distances, Cycling England's '*Integrating Cycling into Development Proposals*' (2011) notes that:

"Most Cycle journeys for non-work purposes and those to rail stations are between 0.5 miles [0.8km] and 2 miles [3.2km], but many cyclists are willing to cycle much further. For work, a distance of 5 miles [8km] should be assumed".

3.45 Paragraph 1.5.1 of the DfT's '*Local Transport Note 2/08 Cycle Infrastructure Design*' also states that:

"In common with other modes, many utility cycle journeys are under three miles (ECF, 1998), although, for commuter journeys, a trip distance of over five miles is not uncommon. Novice and occasional leisure cyclists will cycle longer distances where the cycle ride is the primary purpose of their journey."

3.46 Informed by the guidance above and rationale accepted in previous applications, **Figure 15** shows a 5km isochrone in the vicinity of the site. It should be noted that 5km (approximately 3 miles) is typically often used as an accepted recommended cycling distance.

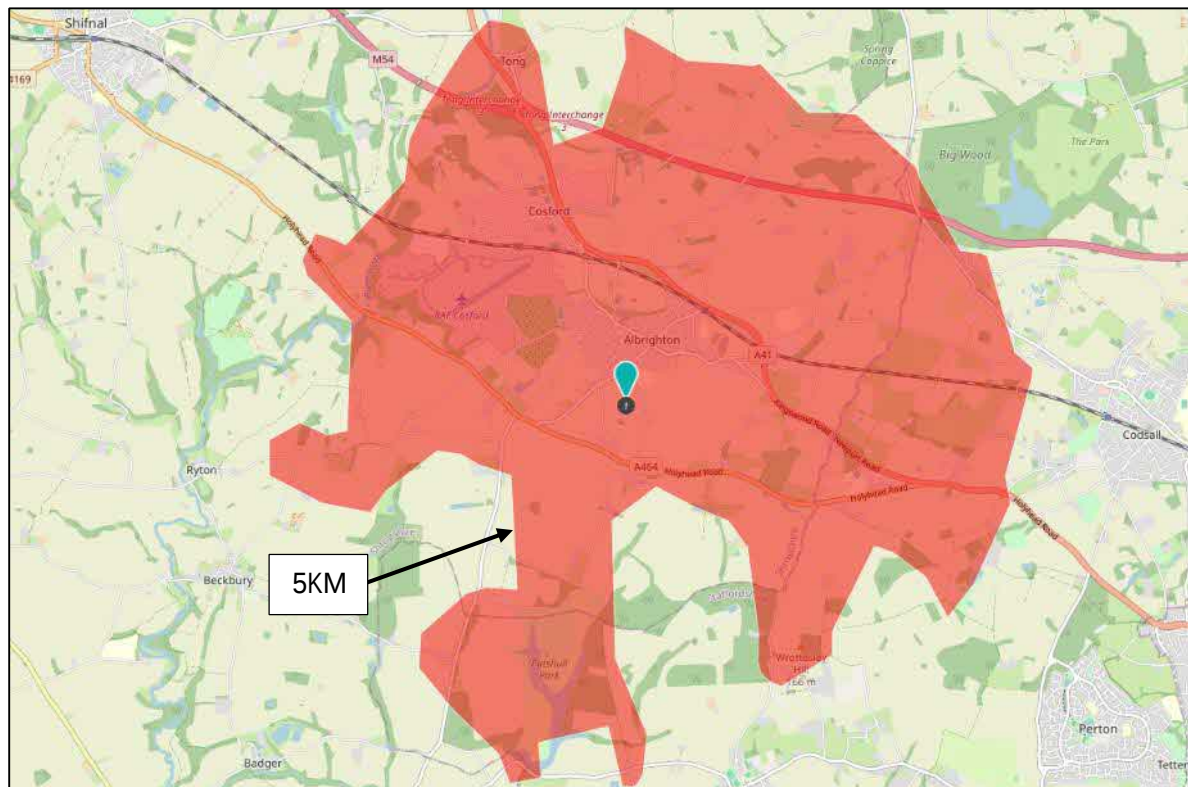


Figure 15. 5km Cycling Isochrone (from the Approximate Centre of the Site)

- 3.47 **Figure 15** shows that the 5km cycling isochrone includes the entirety of Albrighton and Cosford to the north west. It is also important to mention that as stated in the guidance above, cycling journeys of 8km (5 miles) which are associated with commuting are typically seen as acceptable.
- 3.48 Noting this, an 8km isochrone would include places such as Codsall and Pattingham to the east and south and, Shifnal to the north west.
- 3.49 The National Cycle Network (NCN) is a “UK-wide network of signed paths and routes for walking, wheeling, cycling and exploring outdoors” with a total of 12,739 miles of signed routes. **Figure 16** shows that NCN Route 81 passes through Albrighton, along High Street.

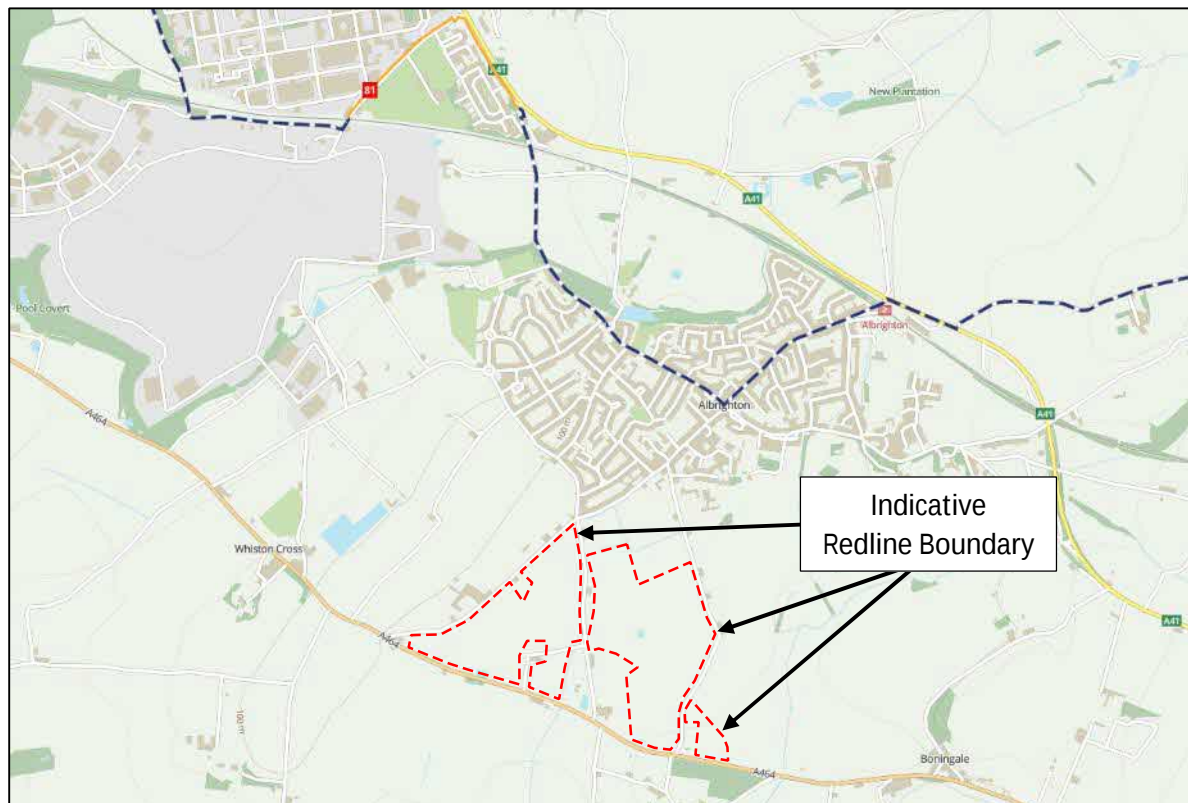


Figure 16. NCN Route 81 Passing Through Albrighton (Extract from OS Maps)

- 3.50 NCN Route 81 is a 191.2km route, of which almost 50% is traffic-free, which runs from Aberystwyth to Wolverhampton. The route passes through Shifnal, Codsall, Telford and Shrewsbury.

Audit of Active Travel Routes to Local Facilities

- 3.51 In line with industry best practice, an audit of the key active travel routes and desire lines between the site and the key local facilities within Albrighton to the north east has been undertaken to inform this TA. This audit has been informed by an initial desktop review, as well as a site visit undertaken on Monday 15th April 2024.
- 3.52 Whilst a full Walking, cycling and horse-riding assessment and review in line with the DMRB GG 142 document has not been requested by SC Highways Officers, this document has been a material consideration in terms of the audit work undertaken.
- 3.53 The routes audited are listed below and included:

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.

Route 1: Site to Albrighton Primary School

- 3.54 The preferred route between the site and Albrighton Primary School is via Cross Road.
- 3.55 The audit confirmed that footways are provided along the full length of this route that vary in width between 1.2 – 2m. For the majority of this route on Cross Road, the footway is set back from the carriageway by a grass verge. The carriageways on the route are all subject to a 30mph speed limit making it an appropriate walking route between the site and Albrighton Primary School to the north east.
- 3.56 Whilst a footway is provided on the southern side of Cross Road, as shown in previous Figures, vegetation has grown over large stretches of the footway limiting the available usable width. As part of the active travel improvements put forward, it is proposed that this vegetation will be cleared by the applicant to make the southern footway a usable active travel route again.
- 3.57 The route provides direct frontage access to properties and includes the Cross Road/Albert Road mini roundabout junction which provides access to a number of wider residential access roads in the north western portion of Albrighton.
- 3.58 In terms of formalised crossing facilities, a 'Zebra' pedestrian crossing is provided across Cross Road immediately to the north east of the Newhouse Lane junction. The school access is approximately 115m to the south of this crossing on Newhouse Lane.
- 3.59 Based on the audit, other than clearing the vegetation that has significantly encroached on to the southern footway, it is not considered that any pedestrian improvements are required or necessary to this route.
- 3.60 However, to encourage cycling as a form of active travel, improvements to the existing provision and particularly those on Cross Road are proposed. These improvements are detailed later in Section 4 of this TA.
- 3.61 Images of the section of Cross Road to be improved, taken during the active travel audit site visit on the 15th of April 2024 are shown at **Appendix C**.

Route 2: Site to Local Facilities, Albrighton High Street

- 3.62 The preferred route between the site and Albrighton High Street is via Cross Road. As such, this audit assesses the quality of the route between the 'Zebra' pedestrian crossing on Cross Road and High Street to the north east as the section of Cross Road to the west of this was audited as part of Route 1.
- 3.63 The audit confirmed that footways are provided along both sides of the carriageway the full length of this route that vary in width typically between 1.2 – 2m. The carriageway on the route is subject to a 30mph speed limit making it an appropriate walking route between the site and the local facilities, Albrighton High Street, to the north east.
- 3.64 The route provides direct frontage access to properties and also accommodates a number

of wider residential access road junctions.

- 3.65 Typically, at existing junctions on the route, dropped kerb tactile paving crossings are provided.
- 3.66 However, there are a number of junctions where this provision is not in place and as such, improvements including the provision of dropped kerb (if required) and tactile paving crossings are proposed where these are absent. These include at:

The Cross Road junction with The Courts/Albrighton Table Tennis Club; (photos 088/773);

The Cross Road junction with High Street (photo 864); and

The Ashfields access road junctions with High Street (photo 489).

- 3.67 Images of the junctions where the active travel audit noted that improvements could be provided are shown at **Appendix C**.
- 3.68 No further pedestrian deficiencies were noted on Route 2 between Albrighton Primary School and High Street to the north east.

Route 3: Site to St Mary's Church of England Primary School and Albrighton Station.

- 3.69 The preferred route between the site and St Mary's Church of England Primary School and Albrighton Station is via Station Road. Given that the quality of the routes between the site and High Street have already been assessed, this section considers the route between High Street and the facilities to the north east.
- 3.70 The audit confirmed that footways are provided along both sides of the carriageway the full length of this route that vary in width typically between 1.2 – 2m. The carriageway on the route is subject to a 30mph speed limit making it an appropriate walking route between the site and the facilities to the north east.
- 3.71 The route provides direct frontage access to properties and also accommodates a number of wider residential access road junctions.
- 3.72 Based on the information obtained in the active travel audit, it is clear that there are a number of junctions where dropped kerbs and more frequently, tactile paving are not provided. As such, improvements including the provision of dropped kerb (if required) and tactile paving crossings are proposed where these are absent. These include at:

The Cross Road junction with Station Road; (photos 892);

The Station Road junction with Bushfield Road (photo 864);

The Station Road junction with Fairlawn (photo 079)

Station Road – 2 dropped kerb crossings to facilitate crossing movements;

The Station Road junction with Redford Drive (photo 686)

The Station Road junction with Cotswold Drive (photo 259)

The Station Road junction with Windsor Road (Google image)

The Station Road junction with Brooklands Road (Google image) and

The Station Road junction with Shaw Lane (Google image).

- 3.73 No further pedestrian deficiencies were noted on Route 3 between the High Street and St Mary's Church of England Primary School and Albrighton Station to the north east.
- 3.74 The pedestrian improvements proposed following the audit described above are detailed later in this TA.

Public Transport – Bus

- 3.75 It is stated in Section A.20 Access to Bus Services of SC's 'SMART' (2021) guidance document that:

"The aim is to have at least one bus stop within 400 metres walking distance of every dwelling. This should be reduced to 200 metres on hilly sites."

- 3.76 The nearest bus stops are to the northeast of the site on High Street in the centre of Albrighton. The bus stops are located approximately 750m walking distance from the northern corner of the site and approximately 1.2km walking distance from the (approximate) centre of the site.
- 3.77 These bus stops would be accessible via a combination of proposed and existing footways and crossings.
- 3.78 The existing eastbound stop includes a flag and pole, as well as a shelter and seating. The westbound stop consists of a shelter and seating, with the timetable being located within the shelter. **Figure 17** shows both existing bus stops.



Figure 17. Existing Nearest Bus Stops – Westbound (Left) and Eastbound (Right)

- 3.79 **Table 3** provides a summary of the services available at the bus stops described above, confirming that there is a bus every 60 minutes in each direction on a weekday.

Service No.	Route	Weekday Frequency	Saturday Frequency	Sunday Frequency
891	Wolverhampton to Telford via Albrighton, Cosford, and Shifnal	60 mins	120 mins	No Service

Table 3. Local Bus Services

- 3.80 It is important to note that the existing westbound weekday service runs from (based on the timetable information for the bus stops) 06:38 to 17:03. The eastbound weekday service runs from 07:50 to 18:07. The westbound Saturday service runs from 07:48 to 15:58 and the eastbound service runs from 08:55 to 17:06.
- 3.81 Improvements to existing public transport services including bus routes and infrastructure are included as part of the development proposals detailed later in this TA. In addition to this, the ability for new or re-routed bus services to travel through the site and link with key facilities in Albrighton to the north east are also detailed later in this TA. A shuttle service is also proposed to facilitate mass transport movements between the site and Albrighton village and Rail Station to the north east. Once again further detail on this provision is detailed at a later stage of this report.

Public Transport – Rail

- 3.82 Based on the '*Providing for Journeys on Foot*' (CIHT, 2000), outlined in **Table 1**, the maximum walking distance typically accepted for journeys on foot is 2km.
- 3.83 Albrighton Railway Station is to the north east of the site and located on Station Road approximately 1.5km walking distance from the northern corner of the site and approximately 1.9km from the (approximate) centre of the site.
- 3.84 Access to the station is via the existing footway infrastructure and crossing points. Proposed improvements to the route between the site and the station to the north east have been described earlier in this section with further detail provided later in this TA.
- 3.85 The station is operated by West Midlands Railway and has two platforms; a car park of 17 spaces, and; 32 cycle store spaces which are covered and monitored by CCTV (see **Figure 18**).



Figure 18. Cycle Parking at Albrighton Railway Station (CCTV Monitored)

- 3.86 Albrighton Station provides hourly express service in eastbound and westbound directions which operate between Shrewsbury and Telford to the west and Wolverhampton and Birmingham New Street to the east.
- 3.87 The line which passes through Albrighton, also stops at locations such as Cosford, Shifnal and Wellington to the west; and Codsall, Wolverhampton, Coseley, Sandwell & Dudley, and Smethwick Galton Bridge, and Birmingham New Street to the east. UK-wide services are available from Birmingham New Street, Wolverhampton, and Shrewsbury.
- 3.88 For services to Birmingham New Street, on a weekday there are 2 services every hour between 06:00 and 09:00 in the morning and between 17:00 to 18:00 in the evening; for the remaining parts of the day there is 1 service every hour. On the weekend there is typically 1 service every hour.
- 3.89 For services to Shrewsbury, on a weekday there are 2 services every hour between 06:00 and 08:00 in the morning and 17:00 and 19:00 in the evening; for the remaining parts of the day there is 1 service every hour. On the weekend there is typically 1 service every hour.

Sustainable Travel Summary

- 3.90 Overall, the proposed development is considered to be in a good location for travel by sustainable modes, within walking distance of key local facilities and bus services and within 2km of Albrighton Rail Station which links to larger surrounding urban areas. As a result,

future residents, staff and pupils of the Secondary School will be provided with a wide range of realistic sustainable travel options other than to travel via private car.

- 3.91 In addition to the existing pedestrian infrastructure provision, the active travel audit undertaken on the 15th April 2024 has highlighted a number of improvements that could be made to further encourage walking and cycling movements between the site and the wider Albrighton area to the north. Public transport improvements are also proposed to encourage sustainable mass transport travel to Albrighton village and Rail Station.
- 3.92 The fact that the site is considered to be proposed in a sustainable location is supported by the recently published 'Shropshire Local Plan Additional Sustainability Appraisal Report (April 2024)' in which the site (referenced as P37b) is allocated a sustainability score of 18 out of 24 based on access to Primary Schools, GP Surgery, convenience store and public transport services. This therefore means that the LPA and LHA inherently accept the existing / potential sustainability credentials of the site.

Personal Injury Accident Data

- 3.93 In accordance with PPG document 'Travel Plans, Transport Assessments and Statement in decision-taking' (2014) an analysis should be undertaken of:

"Accident records on the public highway in the vicinity of the site access for the most recent 3-year period or 5-year period if the proposed site has been identified as within a high accident area"

- 3.94 In light of the guidance above, a review of the 'CrashMap' website has been undertaken to assess the Personal Injury Accident (PIA) data of the nearby roads and junctions. The study area includes the extent of the key 4 roads of interest which were outlined earlier in this TA and illustrated in **Figure 2**. **Figure 19** shows that within the most recent 5-year period (2018-2022), there have been 5 PIAs in the study area. 3 of these PIAs were recorded as 'slight' and the remaining 2 were recorded as 'serious'; none of the PIAs involve a fatality.

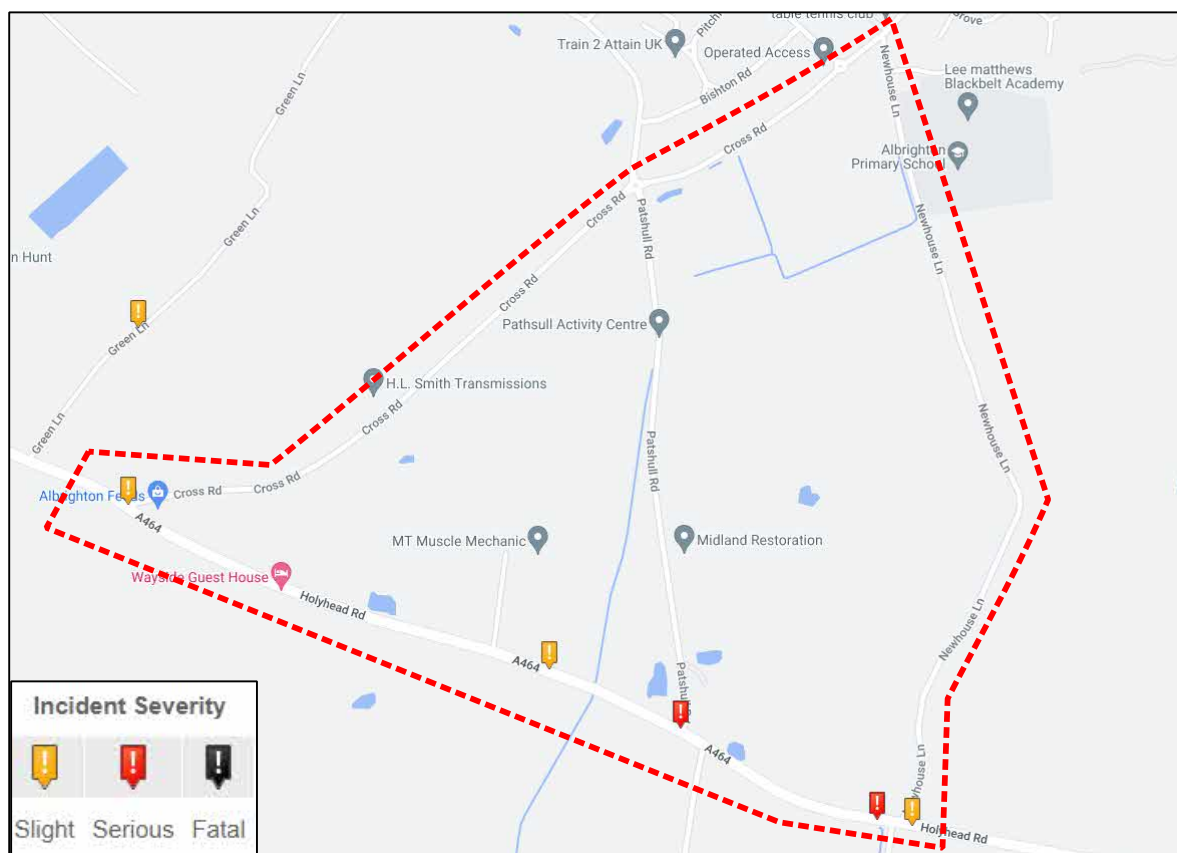


Figure 19. Extract from Crashmap (2018-2022 Inclusive)

- 3.95 As shown in **Figure 19**, all of the PIAs within the study area were recorded on the A464 Holyhead Road. Of these 5 PIAs, none involved a pedestrian or pedal cyclist casualty.
- 3.96 In summary, there have been 2 PIAs which have been recorded near to the A464 / Newhouse Lane junction, 1 slight PIA and 1 serious PIA. The slight PIA occurred in 2020 and involved 1 vehicle, with the PIA resulting in 2 casualties. The serious PIA also occurred in 2020 and involved 2 vehicles, with the PIA resulting in 1 casualty.
- 3.97 One serious PIA has been recorded near to the A464 / Patshull Road junction. This PIA occurred in 2020 and involved 2 vehicles, resulting in 2 casualties. There has also been 1 slight PIA which occurred near the A464 / Cross Road junction in 2019. This PIA involved 2 vehicles and resulted in 2 casualties. The final PIA occurred on the stretch of the A464 / Cross Road and A464 / Patshull Road junctions. This was recorded as slight in severity and involved 1 car and 1 motorcycle, resulting in a motorcyclist casualty.
- 3.98 As shown in **Figure 19**, there have been a total of 5 PIAs within the study area over the 5-year study period. This equates to an average of 1 PIA per year and as such, it is not considered that the study area has a 'high' accident rate.
- 3.99 In addition to the PIA assessment of the key local roads to the site, a review has also been undertaken of the wider Albrighton road network.
- 3.100 This review confirmed that there have been no recorded PIAs for the full five-year study

period (2018 – 2022) on the roads in and around the village centre. The wider Albrighton village road CrashMap review is shown in **Figure 20**.

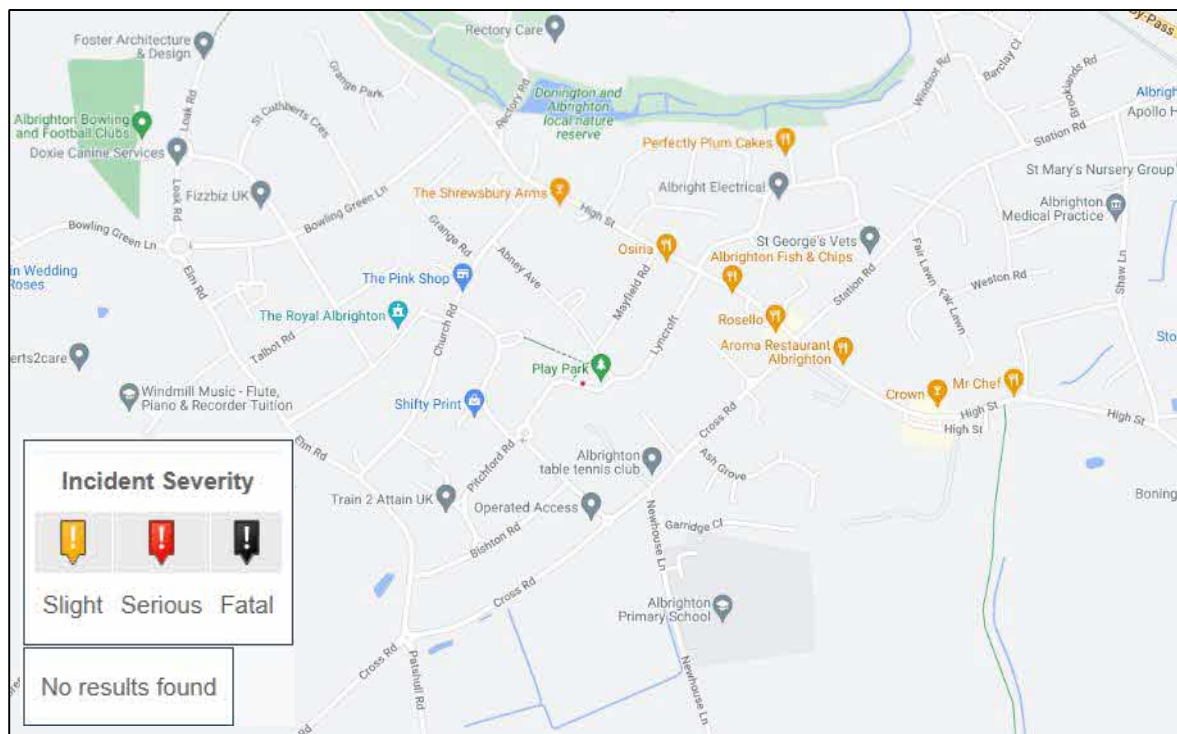


Figure 20. Wider Albrighton Village CrashMap PIA Review

- 3.101 Based on the review of the key access roads and the surrounding residential roads in Albrighton village, it is clear that there are no material existing PIA safety concerns that could be exacerbated by the development proposals.

Existing Vehicle Traffic Flows

- 3.102 In order to establish vehicle speeds and assess the operation of the proposed site access junctions associated with the development, Automatic Traffic Surveys (ATCs) and Manual Classified Counts (MCCs) were undertaken on the key road links and junctions that surround the site in March 2024. The ATC's were in place for a full seven day period starting Thursday 14th March 2024 with the MCCs undertaken on Tuesday 19th March 2024. The surveys were undertaken within the School term period with no significant roadworks or constraints to traffic flows on key routes that could have materially impacted on the results. As such the surveys undertaken are considered to provide appropriate traffic data on which to undertake vehicle speed and quantum assessments. The location of the ATC and MCC surveys is shown in **Figure 21**.
- 3.103 Detailed traffic flows are provided as an Appendix to this TA. These are referenced in Sections 6 and 7 of this document.



Figure 21. Location of ATC and MCC Surveys

- 3.104 The vehicle speeds recorded at ATC1, 2 and 3 are set out in the paragraphs below. The full ATC and MCC outputs are provided at **Appendix D**.
- 3.105 ATC 1 confirmed eastbound and westbound 85th percentile vehicle speeds of 56.3mph and 59.9mph respectively. ATC 3 confirmed eastbound and westbound 85th percentile vehicle speeds of 54.5mph and 55.4mph respectively. These speeds are below the posted 60mph speed limit on this stretch of the A464 Holyhead Road.
- 3.106 ATC 2 confirmed northbound and southbound 85th percentile vehicle speeds of 43.7mph and 46.7mph respectively. The recorded speeds are in line with what would be anticipated as the ATC was placed at the speed limit change from 40-60mph with northbound vehicles travelling from a 60mph limit in to a 40mph and southbound vehicles accelerating from the 40mph limit in to the 60mph limit on the south western section of Cross Road.

4.0 DEVELOPMENT PROPOSALS

Overview of Development Proposals

4.1 The development proposals comprise:

up to 800 residential dwellings;
an 80 bed care home facility;
a 2FE Secondary School (up to 750 students);
retail/foodstore (up to 1,700 sqm);
GP and Pharmacy (circa 950 sqm);
flexible E Class space for community uses (circa;150 sqm);
a shuttle bus service; and
associated car and cycle parking, landscaping and open space.

4.2 The application is submitted in outline only except for access which is applied for in detail.

4.3 As per the requirement in the Shropshire Local Plan, the residential element of the development will be a mixture of market and affordable dwellings of varying sizes.

4.4 The indicative site masterplan is provided at **Appendix E** and an extract is provided at **Figure 22**.



Figure 22. Indicative Site Masterplan

4.5 The development proposals are summarised as follows:

The Secondary School would be located towards the north eastern boundary of the site to be close to the main population centre of Albrighton;

The care facility, doctors surgery and retail, employment and shuttle bus facilities would be provided relatively centrally within the site with access from a new walking/cycling 'green route' provided on Patshull Road and the new pedestrian provision on Cross Road to the west of the Patshull Road junction;

Two new junctions are proposed into the site from the A464 Holyhead Road. These junctions take the form of a roundabout and a right turn lane ghost island arrangement;

A spine road would be provided between the two new access junctions on to the A464 Holyhead Road. This road would cross Patshull Road and Newhouse Lane;

Bus stops would be provided along the spine road subject to discussions with the local bus company(s) to provide a new route or divert an existing route;

A new north/south spine road link would be provided between the main east/west spine road to link with Cross Road to the north;

Both Patshull Road and Newhouse Lane would be downgraded to 'access only'. These roads will still facilitate vehicle movements to and from the existing dwellings served off them but will not be available for 'through' movements between Cross Road and the A464 Holyhead Road; and

The speed limit on the A464 along the frontage of the site would also be reduced from 60mph to 40mph.

4.6 Further detail on the access strategy and the changes to the existing road network proposed as part of the application are provided later in this section.

Site Access Design Criteria

4.7 The Shropshire Manual for Adoptable Roads & Transport [SMART] guidance document (2021) states that road design should draw upon the principles as set out in Manual for Streets 1 & 2 (Department for Transport 2007 and CIHT 2010). The guidance also states provides a road hierarchy which is set out below:

Local Distributor Road (no dwelling limit) - a road distributing traffic between residential and/or industrial estates and identified communities.

Collector Road (500 dwellings) – providing access to lower order roads.

Access Road (200 dwellings) – gains access directly to a collector road.

4.8 The above guidance does not provide geometric parameters or width requirements for each of these road, however, as a minimum carriageways would be 5.5 metres wide and footways would be 2 metres wide, in line with the Manual for Streets guidance.

4.9 The SMART guidance document also states that large developments are likely to lead to the

introduction of specific new bus services, advising that there should be one bus stop within 400 metres walking distance of every dwelling. As such, whilst not part of the detail of the application, the main internal spine road would be designed to provide a minimum carriageway width of 6.5m to facilitate two way public transport movements.

- 4.10 Typically, residential developments of up to 400 dwellings can be satisfactorily served from a single point of access, and any increase in the scale of development above this figure would trigger the need for a second point of access. Given that the proposals are for up to 800 residential units and other additional land uses, it is considered appropriate to, as shown, provide two main points of access on to an appropriate 'A' road to the south.
- 4.11 In terms of the main access junctions on to the A464, the design guidance contained in the Design Manual for Roads and Bridges (DMRB) CD 116 'Geometric Design of Roundabouts' (April 2020) documents states at paragraph 2.3 that:

"For roads with a speed limit of 50mph or greater and traffic levels of greater than 8,000 two-way AADT on any approach, a normal roundabout shall be used."

- 4.12 Again, with regards to the proposed main access junctions on the southern boundary of the site DMRB document 'CD123: Geometric design of at-grade priority and signal-controlled junctions' (November 2021) document states at Paragraph 2.12 that:

"Priority junctions shall include a major road central treatment when the minor road flow exceeds 300 vehicles 2-way annual average daily traffic (AADT), or the major road flow exceeds 13,000 vehicles 2-way AADT."

Proposed Site Access Strategy

Proposed Access – Overview

- 4.13 The proposed access strategy for the site is demonstrated at **Drawing Number SH5034-4PD-001** (contained at **Appendix F**). The proposals aim to encourage walking and cycling to and from the site, to where possible, improve existing road and active travel infrastructure and also where required, remove through traffic from substandard roads by providing attractive, to standard access roads and junctions within the site.
- 4.14 It should be noted that whilst it was sought, no guidance was received from SC Highways on the overarching principles of the access strategy that was submitted as part of the Pre-application work. However, the brief comments from the SC Highways team indicated that they did not consider that the immediate surrounding road network was appropriate to accommodate development traffic. As such, it is considered that the access strategy proposed is in line with these initial comments as it seeks to remove vehicle 'through' movements from Patshull Road and Newhouse Lane, improve where possible existing vehicle routes such as Cross Road and takes primary vehicle access from the A464 Holyhead Road which, given it's 'A' Road designation, is an appropriate standard from which to provide access in to the site.

- 4.15 A summary of the key access proposals together with a detailed review of the access junctions and their compliance with design standards is provided in this Section.
- 4.16 The overall access strategy includes for the provision of a new north / south spine road that will extend from Cross Road to the east / west spine road within the site. The east / west spine road will then connect into the A464 Holyhead Road to the southwest in the form of a 3-arm roundabout and southeast in the form of a ghost-island right turn lane priority junction.
- 4.17 The proposals will include stopping up the Patshull Road arm of the existing 4-arm mini-roundabout with Cross Road and Elm Road, with the junction being modified to a priority T-junction with Elm Road forming the minor arm and Cross Road being the through road. The northern section of Patshull Road will be downgraded to provide a 'green route' to encourage walking and cycling movements with no vehicle through movements permitted. The southern section of Patshull Road will be severed at the MT Muscle Mechanic access, with access to all existing dwellings / land on the southern section being via the existing A464 / Patshull Road junction.
- 4.18 A short section of Cross Road would also be stopped up from the A464 Holyhead Road with all existing vehicular traffic being re-routed to the southwestern site access arrangement and through the spine road of the site. The existing A464 Holyhead Road / Cross Road junction would subsequently only serve the existing Albrighton Feeds retail unit.
- 4.19 A short section of Newhouse Lane would be stopped up and downgraded to remove vehicle 'through movements' on these roads. This will reduce the number of vehicles travelling past Albrighton Primary School, thus improving the pedestrian environment in this key location. Appropriate turning heads would also be provided on all roads to be stopped up.
- 4.20 Where roads are to be stopped up, this is primarily to remove 'through' traffic from roads that are not of an appropriate standard to accommodate such movements. In addition to this, the stopping up of Newhouse Lane and Patshull Road, whilst still facilitating access for existing land uses and dwellings, provides the opportunities to encourage active travel movements by providing pedestrian and cycle green routes on key links to and from the site. The proposed stopping up of these roads should also alleviate the concerns of SC Highways where it was indicated that they did not consider the local roads appropriate to accommodate additional development traffic.
- 4.21 The proposals would include reducing the existing national speed limit along the site frontage to create a new 1.6 kilometres stretch of 40mph speed limit along the A464 Holyhead Road to encompass both site access arrangements. This would include a package of traffic calming measures to allow the speed limit reduction. It is acknowledged that any change in speed limit would be subject to a change in the existing Traffic Regulation Order (TRO).
- 4.22 The form of the proposed junctions and the wider highway improvements / speed reducing measures to be put forward as part of the development are discussed in detail below.

Proposed Southwestern Site Access – A464 Holyhead Road Roundabout

- 4.23 The proposed A464 Holyhead Road / Spine Road 3-arm roundabout is shown at **Drawing Number SH5034-4PD-002** (contained at **Appendix G**). The roundabout has been designed in accordance with Design Manual for Roads and Bridges CD 116 document and would comprise an inscribed circle diameter of 40 metres, a circulatory carriageway of 8 metres, with all three approach arms comprising a single lane approach that widen to a two lane entry.
- 4.24 There are three existing private drives located on the southern side of the roundabout which serves a residential dwelling, a guest house and an agricultural field. **Drawing Number SH5034-4PD-002** confirms how access could be retained to these, with swept path analysis contained at **Drawing Number SH5034-4PD-008** (contained at **Appendix G**).
- 4.25 The spine road arm of the roundabout entering into the site would comprise a carriageway width of 6.5 metres that is bound by 0.5 metres wide verges followed by a 2 metres wide footway at the western edge and a 3 metres wide shared footway / cycleway at the eastern edge. The footway / cycleway would stop on approach to the roundabout, with the facility reduced to a 2 metres wide footway that extends south to the A464 Holyhead Road.
- 4.26 The proposed roundabout would feature dropped kerb and tactile paving crossings located on all the splitter islands of each arm to allow pedestrians from the existing dwelling and guest house opportunities to walk to the development, whilst also connecting into the existing footway located on the southern edge of the A464 Holyhead Road. Cycle movements to and from the site via this junction would be made on carriageway as there are no existing off roads cycle facilities with which to link.
- 4.27 In terms of visibility, the roundabout would provide a stopping sight distance of 120m which is appropriate for a design speed of 40mph along the A464 Holyhead Road (in accordance with the proposed 40mph speed limit) and 43 metres which is appropriate for a 30mph design speed along the spine road. This is confirmed at **Drawing Number SH5034-4PD-002** and could be achieved within land controlled by the applicant or within adopted highway.
- 4.28 Swept path analysis of the southeastern site access location is contained at **Drawing Number SH5034-4PD-008**, confirming that a 16.5 metres articulated lorry passing a 7.5 tonnes box van could suitably manoeuvre around the roundabout without conflict.

Proposed Southeastern Site Access – A464 Holyhead Road Ghost-Island

- 4.29 The proposed A464 Holyhead Road / Spine Road ghost-island right turn lane is shown at **Drawing Number SH5034-4PD-003** (contained at **Appendix H**) and would comprise a 3 metres wide right turn lane with 3 metres wide through lanes, with the ghost-island deceleration length, tapers and turning length designed in accordance with Design Manual for Roads and Bridges CD 123 document.
- 4.30 The spine road arm of the roundabout entering into the site would comprise a carriageway width of 6.5 metres that is bound by a 3.5 metres wide verge at the western edge and a 0.5 metres wide verge followed by a 2 metres wide footways at the eastern edge. Whilst the

footway ties into the existing footway infrastructure on the A464 Holyhead Road, given the lack of amenities or locations to walk to the south beyond the site is has been not be deemed beneficial to propose a shared footway / cycleway or footways at both edges to this location. However, should the SC Highways deem this is required there is sufficient land to accommodate such facilities.

- 4.31 The proposed T-junction will feature dropped kerb and tactile paving crossings located on the minor arm to allow any existing pedestrians walking along the A464 Holyhead Road to cross the new junction or head north into the site.
- 4.32 In terms of visibility, the roundabout could achieve a stopping sight distance of 120m which is appropriate for a design speed of 40mph along the A464 Holyhead Road (in accordance with the proposed 40mph speed limit). This is confirmed at **Drawing Number SH5034-4PD-003** and could be achieved within land controlled by the applicant or within adopted highway.
- 4.33 Swept path analysis of the southeastern site access location is contained at **Drawing Number SH5034-4PD-008**, confirming that a 16.5 metres articulated lorry could turn left out and pass a 7.5 tonnes box van waiting to enter, or two single deck buses could suitably pass one and another at the junction.

A464 Holyhead Road Speed Reducing Measures

- 4.34 As set out, the proposals include for reducing the existing national speed limit along the site frontage to create a new 1.6 kilometres stretch of 40mph speed limit along the A464 Holyhead Road to encompass both site access arrangements.
- 4.35 This reduction would be supported by a number of speed reducing features including but not exclusively:
- 40mph speed roundals;
 - Speed limit repeaters;
 - Lining to visually reduce the width of the A464 through carriageway (virtual narrowing);
 - Lighting at and either side of the proposed access junctions;
 - Carriageway treatments on the approach to the proposed access junctions; and
 - Advance junction warning signage.
- 4.36 The exact nature and form the speed reducing package of measures will be discussed and agreed with SC Highways as part of any post application discussions, with a suitably worded planning condition accepted.

Proposed Northern Site Access – Cross Road Improvements

- 4.37 The proposed modifications to the Cross Road / Patshull Road / Elm Road 4-arm mini roundabout which facilitate the provision of the northern walking and cycling access into the site are shown at **Drawing Number SH5034-4PD-004** (contained at **Appendix I**). This

shows that the Patshull Road arm would be stopped up with cyclist and pedestrian access retained, with the remaining Cross Road and Elm Road arms being modified into the priority T-junction, with Elm Road the minor arm to the north.

- 4.38 To the east of the junction with Elm Road, **Drawing Number SH5034-4PD-004** confirms that a carriageway width of 6.5m would be achieved that is bound by an existing footways at both edges. A zebra crossing is proposed approximately 70 metres east of the junction with Elm Road that would facilitate future pedestrians and dismounted cyclists to cross the Cross Road carriageway. In addition, the proposals include the widening of the existing footway on the northern side of Cross Road to 3 metres and become a shared footway / cycleway route for 280 metres to the junction with Albert Road, as shown in **Drawing Number SH5034-4PD-005** (contained at **Appendix I**). This provision would further encourage active travel movements to and from the site and would also provide a benefit for existing residents who choose to walk and cycle along this link.
- 4.39 To the west of the junction with Elm Road, **Drawing Number SH5034-4PD-004** confirms that Cross Road would be improved to comprise a carriageway width of 6.5 metres that is bound by a 0.5 metres wide verge followed by a 3 metres wide shared footway / cycleway at the southern edge. The northern edge of the carriageway would comprise no alterations with the existing kerbing left in situ.
- 4.40 Cross Road would continue for 200 metres along its existing alignment from Elm Road and then extend south into the site, with a new minor priority junction to the existing properties and business on Cross Road provided. At this point the carriageway (proposed spine road) would continue at a width of 6.5 metres and bound by 0.5 metres wide verges followed by a 2 metres wide footway at the western edge and a 3 metres wide shared footway / cycleway at the eastern edge.
- 4.41 In terms of visibility, a design speed of 30mph has been allowed for in line with the existing speed limit on Cross Road and therefore stopping sight distances of 43 metres have been demonstrated. This is confirmed at **Drawing Number SH5034-4PD-004** and could be achieved within land controlled by the applicant or within adopted highway.
- 4.42 Swept path analysis of the northern site access location is contained at **Drawing Number SH5034-4PD-008**, confirming that a 16.5 metres articulated lorry passing a 7.5 tonnes box van, or two single deck buses, could suitably pass one and another along Cross Road.

Spine Road

- 4.43 The spine road through the site is not for determination at this time. It is however expected to have the following features:
- a 6.5 metre carriageway (with additional widening on bends) to facilitate two way movements by buses. Detail would be provided at the Reserved Matters (RM) application stage;
 - include a 3 metre footway/cycleway at one edge and a 2 metre footway at the other edge –

this could be on both sides of the road if required;

include traffic calming to improve compliance with the speed designation;

have limited frontage access;

bus stops;

internal junctions to be designed in accordance with Manual for Streets; and

regular pedestrian and cycle crossings provided.

Stopping Up - Patshull Road, Cross Road and Newhouse Lane

- 4.44 The proposals will include the stopping up / part closure of existing highways as the current highway infrastructure located on Patshull Road, Cross Road and Newhouse Lane comprises of narrow carriageways and with no adjacent footway / cycle infrastructure. **Drawing Number SH5034-4PD-001** provides the overview to these sections of highway, with a summary provided below.
- 4.45 Cross Road to the west is proposed to be stopped up for a section of 170 metres, located between 90 and 260 metres northeast of the A464 Holyhead Road / Cross Road junction, with no through traffic for vehicles creating two cul-de-sacs, noting access for pedestrians and cyclists would be retained. Vehicles who would normally use Cross Road as a through route would be required to enter the site via the northern and southwestern access points and use the internal spine road that would be designed to appropriate current design requirements to accommodate the volume of traffic. **Drawing Number SH5034-4PD-002** shows the precise location of the stopping up of Cross Road, confirming that turning heads would be proposed to allow a refuse vehicle and 12 metres rigid lorry to perform a 3-point turning manoeuvre.
- 4.46 The northern section of Patshull Road is proposed to be stopped up at its junction with Cross Road to the north with no through traffic for vehicles creating a cul-de-sac. Vehicles who would normally use Patshull Road as a through route would be required to use the internal spine road to access the wider highway network. **Drawing Number SH5034-4PD-004** shows the precise location of the stopping up of Patshull Road, confirming that the current would be downgraded to a 'Byway Open to All Traffic' to create a green pedestrian and cyclist dominant route that provides access to occasional residential traffic.
- 4.47 The southern section of Patshull Road would also be stopped up at the proposed spine road with no through traffic for vehicles into the site, with access only retained for pedestrians and cyclists. The existing residents along this section of Patshull Road would enter and exit via a vehicle using the existing A464 Holyhead Road / Patshull Road junction to the south. **Drawing Number SH5034-4PD-006** (contained at **Appendix J**) shows the precise location of the stopping up of the southern section of Patshull Road, confirming that a turning head would be proposed to allow a refuse vehicle to perform a 3-point turning manoeuvre.
- 4.48 Newhouse Lane would also be stopped up for a section of 340 metres, located between 160

and 500 metres north of the A464 Holyhead Road / Newhouse Lane junction, with no through traffic for vehicles creating two cul-de-sacs, noting access for pedestrians and cyclists would be retained. Vehicles who would normally use Newhouse Lane as a through route would be required to enter the site via the northern and southeastern access points and use the internal spine road that would be designed to appropriate design requirements to accommodate the volume of traffic. Additionally, there would be a significant benefit to the existing Albrighton Primary School to the north as there would be subsequently less vehicular traffic passing the School along Newhouse Lane. **Drawing Number SH5034-4PD-003** and **Drawing Number SH5034-4PD-007** (contained at **Appendix J**) show the precise location of the stopping up of Newhouse Lane, confirming that turning heads would be proposed to allow a refuse vehicle to perform a 3-point turning manoeuvre.

Parking

- 4.49 As set out, the internal site layout is indicative only and submitted in outline only as part of this application. As such, the quantum and design of car / cycle parking is not for consideration or determination at this time and will instead be confirmed at the RM application stage.
- 4.50 Notwithstanding this, it is anticipated that car and cycle parking will be provided in line with relevant SC parking standards and best practice guidance at the time of the submission of the RM application and if this is not the case, appropriate justification for any deviation from standards will be provided.

Electric Vehicle (EV) Charging

- 4.51 EV charging requirements will be assessed at the time of any RM application and will take in to account current SC guidance and appropriate Building Regulations etc. However, it is anticipated that each land use will provide a quantum of EV charging spaces with all residential units that provide on plot parking to provide an EV charging point as part of the build out of the dwelling.

5.0 PROPOSED TRIP GENERATION

- 5.1 Initial vehicle trip rates for the proposals were prepared at the time of the Transport Pre-application Technical Note submitted to SC Highways in November 2023.
- 5.2 However, following the submission of this Technical Note, a number of elements of the proposals have evolved, and as SC Highways had not provided comment on the rates put forward in the Pre-application Technical Note, the previous trip calculations and methodologies have been refined to ensure they accurately reflect the current proposals.
- 5.3 Further detail on these matters is set out in the paragraphs below.

Proposed Residential Element (vehicle trips)

- 5.4 On review of the Shropshire Council Planning Portal, it is understood that SC Highways typically deem a residential development within the Albrighton area to generate a trip rate of 0.600 two-way trips in the peak periods (see below examples of recently consented or submitted schemes):

Application BR/APP/OUT/08/0869 for 200 dwellings – 0.614 AM / 0.651 PM
Application 13/02989/OUT for 200 dwellings - 0.595 AM / 0.685 PM
Application 15/02448/FUL for 131 dwellings - 0.600 AM / 0.642 PM
Application 23/00870/FUL for 43 dwellings - 0.630 AM / 0.659 PM
Application 23/02095/OUT for 90 dwellings - 0.626 AM / 0.621 PM.

- 5.5 However, when reviewing the portal, there were no applications found that were of a similar scale and multi-use compared to the proposed development. Furthermore, the sites found within the local area of Albrighton were all relatively small in scale, with most of them purely a residential development with no other uses on-site. Therefore, the resulting trip generation per dwelling of these smaller sites is understandably in the region of 0.600 two-way.
- 5.6 The proposed development contains various land uses that would subsequently lead to less vehicular trips in the peak periods as residents are able to walk or cycle to the employment and retail opportunities contained within the site. Furthermore, a larger development is also required to produce a higher level of access to sustainable models through cycleways, bus stops within close proximity, a framework Travel Plan to monitor progression with measures and therefore the average vehicle trip per household is less than the rate applied to nearby developments of a smaller scale.
- 5.7 In light of the above and in order to gain an understanding of the likely traffic that could be generated by the proposed residential element of the development (circa 800 units), a review has been undertaken of the Strategic Transport Assessments (STAs) that have been prepared in support of four main allocated residential sites in South Staffordshire. These include the sites at:

Land at Bilbrook;
Land at Cross Green;
Land at Linthouse Lane; and

Land at Penkridge.

- 5.8 Whilst it is noted that these sites sit outside of the Shropshire planning area, they are considered to be broadly representative of the proposed Albrighton site in terms of their locations on the edge of larger village (excluding Linthouse Lane) settlements and the fact that they are delivering strategic development on currently undeveloped land. In addition to this, the Billbrook site will take regional access on to the road network via the A41/A464 which are the key roads that bound Albrighton to the north and south respectively and all four sites are within an approximate 15km or 9 mile radius of the Albrighton site.
- 5.9 Given the above, it is considered that the standardised trip rates used by SCC for the Strategic Residential sites are appropriate to be applied to the Albrighton site. As such, the proposed trip rates for the residential element of the proposed Albrighton site are set out in **Table 4** below.

Time Period	Arrivals	Departures	Two-Way
08:00 – 09:00 Trip Rate (per unit)	0.108	0.339	0.447
08:00 – 09:00 Trip Generation (800 units)	87	271	358
17:00 – 18:00 Trip Rate (per unit)	0.328	0.158	0.486
17:00 – 18:00 Trip Generation (800 units)	262	126	388

Table 4. Proposed Residential Trip Rates

- 5.10 Given there are opportunities for residents within the development to work at the proposed Secondary School, supermarket, care home, and GP surgery / pharmacy, it is considered realistic that an internalisation factor should be applied to the above trip generation as the vehicular trips would stay within the site. As such, an internalisation factor of 15% has been applied to the residential trip generation, resulting in the following proposed trip generation as set out in **Table 5**.

Time Period	Arrivals	Departures	Two-Way
08:00 – 09:00 Trip Generation (800 units)	74	230	304
17:00 – 18:00 Trip Generation (800 units)	223	107	330

Table 5. Proposed Residential Trip Generation (15% Internalisation Factor)

- 5.11 The above shows that the total proposed residential element of the development (circa 800 units) could generate in the order of 304 and 330 two-way vehicle trips during the typical road network AM and PM peak periods when applying a 15% internalisation factor.

Proposed Elderly Persons Care Facility (vehicle trips)

- 5.12 In order to gain an understanding of the likely traffic that could be generated by the elderly

persons 'care' element of the site, the TRICS database has been reinterrogated using the '05 – Health – L – Care Home' category. The search deselected sites within Greater London, Wales, Scotland, and Ireland regions, as well as any COVID-19 affected surveys. Only sites that were surveyed on a weekday and were situated within 'Suburban Area' and 'Edge of Town' locations were selected, with the parameter set to 25 to 75 total units.

- 5.13 The search resulted in a total of 4 sites with the resulting average trip rates for the 08:00 to 09:00 morning peak, 17:00 to 18:00 evening peak and the proposed vehicle trip generation for these times contained within **Table 6** below (full details contained in **Appendix K**).

Time Period	Arrivals	Departures	Two-Way
08:00 – 09:00 Trip Rate (per unit)	0.105	0.065	0.170
08:00 – 09:00 Trip Generation (80 units)	8	5	14
17:00 – 18:00 Trip Rate (per unit)	0.020	0.072	0.092
17:00 – 18:00 Trip Generation (80 units)	2	6	7

Table 6. Proposed Elderly Care Trip Rates

- 5.14 Given there are opportunities for staff and visitors associated with the care home to live within the development, it is considered realistic that an internalisation factor should be applied to the above trip generation as the vehicular trips would stay within the site. As such, similar to the residential element, an internalisation factor of 15% has been applied to the elderly trip generation, resulting in the following proposed trip generation as set out in **Table 7**.

Time Period	Arrivals	Departures	Two-Way
08:00 – 09:00 Trip Generation (80 units)	7	4	12
17:00 – 18:00 Trip Generation (80 units)	2	5	6

Table 7. Proposed Elderly Care Trip Generation (15% Internalisation Factor)

- 5.15 The above shows that the total proposed care element of the development (circa 80 units) could generate in the order of 12 and 6 two-way vehicle trips during the typical road network AM and PM peak periods when applying a 15% internalisation factor.

Proposed Secondary School - 750 Pupils (vehicle trips)

- 5.16 For the purposes of this assessment, expected pupil yields likely to be generated by the residential element of the development has been calculated using a standard yield multiplier (DfE Pupil Yield Dashboard) of 0.19 children per dwelling in new housing developments. This equates (when taking in to account the 800 new dwellings) to approximately 152 pupils coming from houses within the proposed residential element of the development. Given that these pupils would live within easy walking distance of the School, it is concluded that

movements associated with these pupils would be entirely 'internalised' and would not generate any vehicle movements.

- 5.17 Based on the calculations set out above the remaining 598 pupils could come from the surrounding local area which is primarily anticipated to be from Albrighton to the north, whilst other areas such as Cosford, Shifnal, northern and south Shropshire surrounding villages / hamlets.
- 5.18 The TRICS database has been interrogated once again in order to gain an understanding of the likely trip generation values for a new Secondary School. The database search used the '04 – Education – B – Secondary' category. The search deselected sites within Greater London, Wales, Scotland, and Ireland regions, as well as any COVID-19 affected surveys. Only sites that were surveyed on a weekday and were situated within 'Suburban Area' and 'Neighbourhood Centre' locations were selected, with the parameter set to 520 to 1000 total pupils. Only sites with 'Multi-Modal' data available were included in the search.
- 5.19 The search resulted in a total of 3 sites with the resulting average trip rates and potential trip generation for the 08:00 to 09:00 morning peak, 16:00 to 17:00 School peak, and 17:00 to 18:00 evening peak contained within **Table 8** below (full details contained in **Appendix K**)

Time Period	Arrivals	Departures	Two-Way
08:00 – 09:00 Trip Rate (per pupil)	0.154	0.134	0.288
08:00 – 09:00 Trip Generation (598 pupils)	92	80	172
15:00 – 16:00 Trip Rate (per pupil)	0.040	0.075	0.115
15:00 – 16:00 Trip Generation (598 pupils)	24	45	69
17:00 – 18:00 Trip Rate (per pupil)	0.029	0.021	0.050
17:00 – 18:00 Trip Generation (598 pupils)	17	13	30

Table 8. Proposed Secondary School Trip Rates

- 5.20 The above shows that the total proposed Secondary School element of the development could generate in the order of 172 and 30 two-way vehicle trips during the typical road network AM and PM peak periods.

Proposed GP Surgery / Pharmacy (vehicle trips)

- 5.21 The TRICS database has been interrogated once again in order to gain an understanding of the likely trip generation values for a new GP Surgery/Pharmacy. The database search used the '05 – Education – G – GP Surgeries' category. The search deselected sites within Greater London, Wales, Scotland, and Ireland regions, as well as any COVID-19 affected surveys. Only sites that were surveyed on a weekday and were situated within 'Suburban Area', Edge of Town and 'Neighbourhood Centre' locations were selected, with the parameter set to 500

to 1500 sqm. Only sites with 'Multi-Modal' data available were included in the search.

- 5.22 The search resulted in a total of 6 sites with the resulting average trip rates and potential trip generation for the 08:00 to 09:00 morning peak and 17:00 to 18:00 evening peak contained within **Table 9** below (full details contained in **Appendix K**)

Time Period	Arrivals	Departures	Two-Way
08:00 – 09:00 Trip Rate (per 100sqm)	2.682	1.452	4.134
08:00 – 09:00 Trip Generation (950sqm)	25	14	39
17:00 – 18:00 Trip Rate (per 100sqm)	1.281	1.999	3.280
17:00 – 18:00 Trip Generation (950sqm)	12	19	31

Table 9. Proposed GP Surgery / Pharmacy Trip Rates

- 5.23 Given a proportion of patients and staff associated with the GP surgery / pharmacy could live within the development, it is considered realistic that an internalisation factor should be applied to the above trip generation as the vehicular trips would stay within the site. As such, an internalisation factor of 25% has been applied to the GP surgery / pharmacy trip generation, resulting in the following proposed trip generation as set out in **Table 10**.

Time Period	Arrivals	Departures	Two-Way
08:00 – 09:00 Trip Generation (950sqm)	19	11	29
17:00 – 18:00 Trip Generation (950sqm)	9	14	23

Table 10. Proposed GP Surgery / Pharmacy Trip Generation (25% Internalisation Factor)

- 5.24 The above shows that the total proposed GP surgery / pharmacy element of the development (circa 950sqm) could generate in the order of 29 and 23 two-way vehicle trips during the typical road network AM and PM peak periods when applying a 25% internalisation factor.

Proposed Supermarket (vehicle trips)

- 5.25 The TRICS database has been interrogated once again in order to gain an understanding of the likely trip generation values for a new supermarket. The database search used the '01 – Retail – A – Food Superstore' category. The search deselected sites within Greater London, Wales, Scotland, and Ireland regions, as well as any COVID-19 affected surveys. Only sites that were surveyed on a weekday and were situated within 'Suburban Area', Edge of Town and 'Neighbourhood Centre' locations were selected, with the parameter set to 800 to 4000 sqm. Only sites with 'Multi-Modal' data available were included in the search.
- 5.26 The search resulted in a total of 2 sites; one Sainsburys located in an edge of town location as part of a larger residential / extension development on the outskirts of Cambridge, and one M&S Foodhall in a neighbourhood centre to the north of Newcastle City Centre. On this

basis, it is considered that the Sainsburys site is far more comparable to the proposals, whilst the M&S is not in a comparable location. The resulting trip rates and potential trip generation for the 08:00 to 09:00 morning peak and 17:00 to 18:00 evening peak contained within **Table 11** below (full details contained in **Appendix K**)

Time Period	Arrivals	Departures	Two-Way
08:00 – 09:00 Trip Rate (per 100sqm)	1.331	1.300	2.631
08:00 – 09:00 Trip Generation (1,700sqm)	23	22	45
17:00 – 18:00 Trip Rate (per 100sqm)	3.126	3.002	6.128
17:00 – 18:00 Trip Generation (1,700sqm)	53	51	104

Table 11. Proposed Supermarket Trip Rates

- 5.27 Given a proportion staff and customers associated with the supermarket could live within the development or a resident could use the shop as part of a pass-by trip on the way to / from work, it is considered realistic that an internalisation factor should be applied to the above trip generation as the vehicular trips would stay within the site and to avoid double counting trips that are contained within the residential trip generation. As such, an internalisation factor of 25% has been applied to the supermarket trip generation, resulting in the following proposed trip generation as set out in **Table 12**.

Time Period	Arrivals	Departures	Two-Way
08:00 – 09:00 Trip Generation (950sqm)	17	17	34
17:00 – 18:00 Trip Generation (950sqm)	40	38	78

Table 12. Proposed Supermarket Trip Generation (25% Internalisation Factor)

- 5.28 The above shows that the total proposed supermarket element of the development (circa 1,700sqm) could generate in the order of 34 and 78 two-way vehicle trips during the typical road network AM and PM peak periods when applying a 25% internalisation factor.

Flexible E Class Space for Community Uses

- 5.29 Given the limited scale of the proposed E Class community use (circa 150sqm) it is not considered necessary to apply a trip rate to this element of the scheme. As the land use will be for the community to use, it is anticipated that all movements to and from the element will be from within the proposed site and will be made by active travel modes.

Total Vehicle Trip Generation

- 5.30 Based on the information set out above, the total vehicle trip generation of the proposed development is shown in **Table 13**.

Time Period	Arrivals	Departures	Two-Way
08:00 – 09:00 Total Trip Generation	209	342	551
17:00 – 18:00 Total Trip Generation	291	177	468

Table 13. Proposed Total Vehicle Trip Generation

Proposed Multi Modal Trip Generation

- 5.31 The key emphasis of both national government (NPPF) and regional and local policy is for the need for all new developments to be sustainable. Part of this requirement for sustainability means providing good opportunities for travel to and from sites by non-car modes. In light of this requirement, an assessment of the potential 'multi modal' trips to be made to and from the site uses has been undertaken.

Proposed Residential and Elderly Persons Care Facility - Multi Modal Trips

- 5.32 For the proposed residential element, a calculation to establish the potential number of multi modal trips to and from the site has been undertaken using 2011 Census 'Method of Travel to Work' (QS701EW) data and applying the total number of peak hours vehicle trips to this data to establish the number of other alternative movements based on Census data percentages. To ensure that the Census data was relevant to the site, the 'Super Output Areas - Lower Layer' of 'Shropshire 027A, 027B and 027D' were included, with 'Shropshire 027C' (Cosford) excluded as it included data from residents living on the RAF base which resulted in abnormal survey data with a high proportion of walking and low proportion of driving.
- 5.33 The same methodology as above has been used to calculate the potential number of multi modal trip rates for the elderly persons care facility element of the site. In practice, this may overestimate the total number of walking and cycling trips, as given their ages, they are less likely to be travelling to work during these peak times and are more likely to travel outside of peak times for leisure. In addition, residents of the elderly persons land use are less likely to be as active particularly during peak times as those living in the wider residential development. The mode split obtained from the Census data and the total number of multi modal trips generated by the residential element of the development are shown in **Table 14**.

Travel Mode	Census Percentage	Peak Hour Movements (Based on 800 Dwellings and 80 Beds)	
		Residential	Elderly Care
Underground, Metro, Light Rail, Tram	0.2%	1	0
Train	3.9%	21	1
Bus, Minibus or Coach	1.1%	6	0
Taxi	0.3%	2	0
Motorcycle, Scooter or Moped	0.9%	5	0
Driving a Car or Van	72.2%	388	14
Passenger in a Car or Van	6.0%	33	1

Bicycle	6.1%	33	1
On Foot	8.6%	46	2
Other Method of Travel to Work	0.7%	4	0

Table 14. Residential and Care Multi Modal Trips

Proposed Secondary School - Multi Modal Trips

- 5.34 For the Secondary School element of the development, the multi modal data obtained as part of the TRICS trip rate assessment has been assessed to establish the likely number of walking, cycling and public transport trips. This Information is shown in **Table 15** with a calculation of the likely number of trips per mode also set out based on the total number of pupils anticipated to attend the School.

Travel Mode	TRICS Trip Rate Per Pupil (AM School Peak)	Peak Hour Movements (Based on 750 Pupils)
Train	0.024	18
Bus	0.157	118
Taxi	0.004	3
Bicycle	0.027	20
On Foot	0.198	149

Table 15. Secondary School Multi Modal Trips

Proposed GP Surgery / Pharmacy - Multi Modal Trips

- 5.35 For the GP Surgery / Pharmacy element of the development, the multi modal data obtained as part of the TRICS trip rate assessment has been assessed to establish the likely number of walking, cycling and public transport trips. This Information is shown in **Table 16**.

Travel Mode	TRICS Trip Rate Per 100sqm (AM Peak)	Peak Hour Movements (Based on 950sqm)
Train	0.307	3
Bus	0.478	5
Taxi	0.102	1
Bicycle	0.051	0
On Foot	1.042	10

Table 16. GP Surgery / Pharmacy Multi Modal Trips

Proposed Supermarket - Multi Modal Trips

- 5.36 For the Supermarket element of the development, the multi modal data obtained as part of the TRICS trip rate assessment has been assessed to establish the likely number of walking, cycling and public transport trips. This Information is shown in **Table 17**.

Travel Mode	TRICS Trip Rate Per 100sqm (AM Peak)	Peak Hour Movements (Based on 1,700sqm)
Train	0.434	7
Bus	2.631	45
Taxi	0.000	0
Bicycle	0.835	14

On Foot	9.811	167
---------	-------	-----

Table 17. Supermarket Multi Modal Trips

Total Proposed Multi Modal Trips

- 5.37 Based on the information set out above, the total proposed peak hour multi modal trip generation of the proposed development is shown in **Table 18**.

Travel Mode	Total MM Trips
Train	50
Bus	174
Taxi	6
Bicycle	68
On Foot	374

Table 18. Proposed Total Multi Modal Trip Generation

- 5.38 The above information demonstrates that the proposed development could generate a total of 672 peak hour trips by more sustainable modes. Of these, the majority would be made on foot and would be associated with the proposed Secondary School and Supermarket use.
- 5.39 These movements would be split between pupils / customers travelling from the new residential units proposed on the site and those travelling to the site from the wider Albrighton area to the north.
- 5.40 As set out in the pedestrian audit undertaken to inform this document, 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 **Appendix L**.
- 5.41 In addition to that, as set out in Section 4, active travel improvements are also proposed as part of the access junction provision to the site via the stopping up of sections of Patshull Road and Newhouse Lane and the creation of green routes to prioritise active travel over that of the private car.
- 5.42 Further to the above, Paragraph 3.26 of the Institution of Highways and Transportation [IHT] publication 'Guidelines for Providing Journeys on Foot' (2000) states that "Walking is an extremely flexible mode. Provided that a good width standard is initially adopted, pedestrian networks (unlike road networks) can safely and comfortably accommodate considerable fluctuations in flow levels".
- 5.43 With respect to cycle movements, it is considered that the general layout of the wider highway network (outside of the section of Cross Road to be improved to provide a shared footway/cycleway) should adequately accommodate cycle journeys within the carriageway. On-site observations and data obtained from the Strava website confirms that the surrounding roads are already well used by cyclists and the PIA data has confirmed that there have been no PIAs involving cyclists on the key roads around the site in the last five years of available data. In addition to this, a shared footway/cycleway will be provided adjacent to the internal spine road carriageway with a connection provided towards Albrighton on Cross

Road and transition points on and off the existing road carriageway provided. Therefore, it is considered that the existing and proposed road network is appropriate to accommodate additional cycle movements associated with the development.

- 5.44 In terms of public transport movements, it is anticipated that movements associated with the development would be significantly higher than the current census indicates. As such, the proposals include for a new 'bus appropriate' route through the site with stops provided either side of the carriageway to adhere to the potential demand and further encourage public transport movements for those living at the site when compared to the 2011 Census data.
- 5.45 In addition to this, a new shuttle service will be provided between the site and Albrighton High Street and Rail Station to further encourage sustainable travel for shorter and longer commuting journeys.

6.0 PROPOSED TRAFFIC DISTRIBUTION AND ASSIGNMENT

Traffic Distribution

- 6.1 An initial distribution pattern for the proposals using Census 2011 'Location Of Usual Residence And Place Of Work By Method Of Travel To Work' (WU03EW) for the Shropshire 027 Middle Super Output Area (MSOA) was prepared at the time of the Transport Pre-application Scoping Technical Note submitted to SC Highways in November 2023.
- 6.2 However, following the submission of this Technical Note, a number of elements of the proposals have been modified and as SC Highways had not provided comment on the distribution put forward, the previous methodology has been refined to ensure it accurately reflect the current proposals.
- 6.3 When reviewing the existing Census 2011 WU03EW dataset, it suggests that 36.7% of all future residents would work within the Shropshire area. However, the Planning Statement and Economic Benefit Assessment prepared in support of the planning application has included extensive research on the unmet housing need within Wolverhampton, recent community trends and historic travel to work data which has identified this will be lower, and that a reassignment to larger neighbouring areas of employment is required. It concluded that of the current Shropshire dataset, only 13% would be retained within the Shopshire area, with the 87% travelling external to Wolverhampton (67%), Telford and Wrekin (12%), Walsall (4%), and Dudley (4%).
- 6.4 As such, the Census 2011 WU03EW dataset has been used as a basis, yet amended to reflect the above reassignment, with the calculations contained at **Appendix M** for reference. The subsequent distribution pattern for the proposed residential, elderly persons care unit, Secondary School (only departures in the morning peak and arrivals in the evening peak), GP surgery / pharmacy and supermarket has been assigned to the road network using the revised distribution methodology set out above.
- 6.5 In terms of the Secondary School arrivals in the morning peak and departures in the evening peak, their distribution does not reflect the methodology set out above as this type of land use predominantly generates arrivals through School drop-offs in the morning peak (linked trip on the way to work), and departures through School pick-ups in the evening peak (linked trip returning from work). As such, an estimated high-level catchment area for future pupils associated with the proposed Secondary School has been estimated to establish where vehicle arrivals in the AM and departures in the PM peaks are likely to come from / travel to. This high level catchment takes in to consideration the locality of the existing Secondary School within Shropshire (see **Figure 23**) and population densities.
- 6.6 This identifies that Albrighton would generate a large proportion of future pupils given there is no existing Secondary School within the village. The next nearest largest settlement would be Shifnal to the west, however given there is an existing Secondary School within Shifnal it is unlikely there would be a high proportion of pupils generated from the area. Additionally, there is a potential for future pupils to be generated from Cosford, however given this is

predominantly made up of an RAF base it is again unlikely that there would be a high proportion generated from the area. Further afield it is likely that a nominal proportion of pupils would be generated from surrounding villages / hamlets located in the northern and southern Shropshire areas.

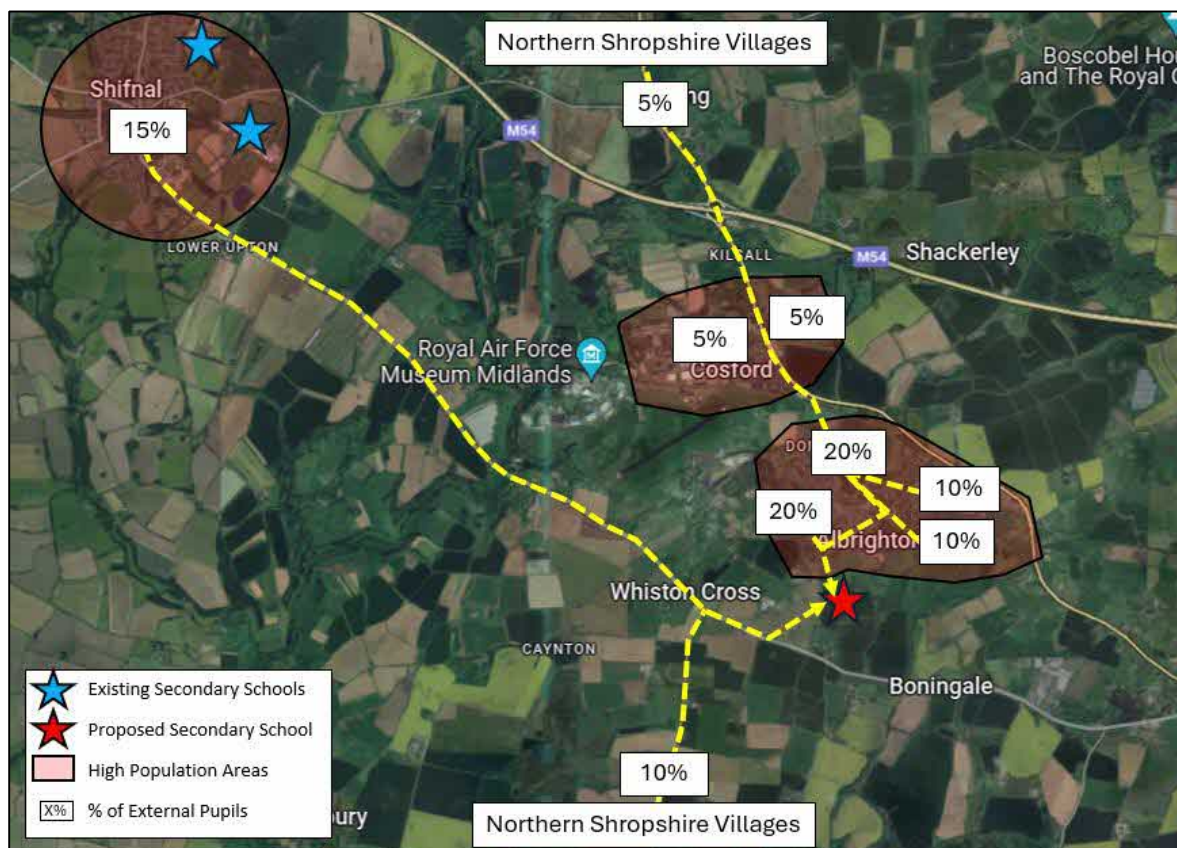


Figure 23. Indicative Existing Resident Catchment Area for Proposed Secondary School

- 6.7 Based on applying a first principles distribution pattern to the above area, it would be reasonable to consider that 75% of future pupils located outside the development would arrive in the morning and depart in the evening from the north via the northern access at the Cross Road junction. The remaining 25% of future pupils located outside the development would arrive in the morning and depart in the evening from the south via the southwestern access at the A464 junction.
- 6.8 Taking the above into account, **Traffic Flow (TF) Figures 1 to 3** contained at **Appendix N** contain the distribution patterns for the residential, elderly persons care facility, Secondary School GP / pharmacy and supermarket land uses.

Traffic Assignment

- 6.9 The proposed development morning and evening peak hour generation has subsequently been assigned to the surrounding highway network based on the values contained in the distribution model.
- 6.10 The proposed development traffic assignment is contained at **TF Figure 4** for the morning

peak period and **TF Figure 5** for the evening peak period (contained at **Appendix N**) with Baseline + Development traffic flows for testing shown at **TF Figures 10-11** for 2029 and **TF Figures 14-15** for 2034.

- 6.11 A further traffic assignment 'sensitivity' test which allows for the potential 200 residential units on the 'safeguarded' land (discussed in the following Section) and the additional land under option to a separate developer to be included in the overall development trip generation is also included at **TF Figures 18-19**.

7.0 JUNCTION CAPACITY ANALYSIS – PROPOSED SITE ACCESS JUNCTIONS

Assessment Years

- 7.1 In line with best practice a future design year five years from the registration of the application will be assessed. In addition to this, a further ten year future design year sensitivity test will also be undertaken to establish the long term operation of the proposed access junctions.
- 7.2 Appropriate growth factors have been obtained from the TEMPro 8.1 database for the ‘Shropshire 027’ area, to establish the change in traffic conditions at this future year. The following growth factors that have been applied are summarised below:

2024 to 2029 AM Peak	=	1.0407
2024 to 2029 PM Peak	=	1.0397
2024 to 2034 AM Peak	=	1.0760
2024 to 2034 PM Peak	=	1.0740

- 7.3 The above growth factors have been applied to the background weekday traffic flow data taken from the traffic surveys completed to inform the site access junction modelling. The growth factors proposed and the TEMPro calculations used to generate the factors are provided at **Appendix O**.

Committed Developments

- 7.4 Confirmation of any committed developments and highway improvement schemes that may be required to be included in any future capacity assessment works was requested from SC Highways as part of the initial Pre-application Technical Note submission. However, no response was provided in relation to sites to consider or include as part of the TA and therefore an initial assessment using the planning portal has been undertaken.
- 7.5 A review of the Shropshire planning portal confirmed that there was just two planning applications of significance within the local area, this was Application 23/00870/FUL for 43 dwellings and Application 23/02095/OUT for 90 dwellings, both at the Millfields development located off Kingswood Avenue circa 1.3km east of the proposed development. A review of the TA (90 dwellings) and TS (43 dwellings) prepared for these applications confirmed that the off-site impact of these developments beyond the site access was insignificant / non-material and hence no off-site distribution or assignment was undertaken. As such no assessment of these sites has been taken into consideration for the purpose of this TA
- 7.6 Additionally, a review of the Shropshire Local Plan allocated sites was also undertaken for the Albrighton area which highlighted that there is an area of land safeguarded for residential development located to the south of Cross Road and west of Newhouse Lane on the northwestern boundary of the application site. Whilst this is a safeguarded site, there is no live application and therefore there is limited detail regarding scale, trip generation and distribution.
- 7.7 In addition, the TEMPro growth factors applied in the TA already take into account future

Local Plan sites coming forward, and therefore the impact of this site has partly been counted for. On this basis, it is not considered that this safeguarded land should be classed as a committed development site.

- 7.8 Given the above, in terms of capacity testing, the following scenarios are assessed as part of this TA when assessing the operation of the proposed site access junctions:

2029 Base + Proposed Development Traffic; and
2034 Base + Proposed Development Traffic.

- 7.9 Notwithstanding the information set out in Paragraphs 7.6 and 7.7, an additional sensitivity assessment has also been undertaken to establish if the proposed site access junctions would still operate within capacity if the potential 200 residential units that could be provided on the safeguarded land to the north of the site are delivered as part of the proposed development.
- 7.10 As set out, traffic flows for testing including Baseline + Development and '2034 Sensitivity' are set out in **TF Figures 10-11, 14-15 and 18-19 of Appendix N.**

Junction Capacity Assessments

- 7.11 To inform this application, junction capacity analysis has been undertaken at the site access junctions using the Junctions9 software suite. Junctions9 includes PICADY and ARCADY, whereby PICADY is industry standard software for assessing priority junctions and ARCADY is industry standard software for assessing roundabouts.
- 7.12 Further offsite junction modelling will be completed following the submission of this TA. This subsequent work will include assessments at key junctions within Albrighton and the key links to the A41 Albrighton bypass to the north. Given that these junctions are pre-existing, 2024, 2029 and 2034 baseline capacity assessments will also be undertaken as will '+ development' and 'sensitivity' scenarios. The junctions that will be assessed include:
- J1 – M54 J3 / A41 Newport Road roundabout;
J2 – A41 Albrighton-By-Pass / Newport Road priority junction;
J3 – A41 Albrighton-By-Pass / Station Road / Cordy Lane priority junction;
J4 – Station Road / High Street / Cross Road priority junction;
J5 - A464 Holyhead Road / A41 Newport Road signal junction;
J6 – Haughton Lane / Shrewsbury Road / Victoria Road / Innage Road / Priorslee Road Roundabout; and
J7 – M54 J4 / Castle Farm Road / Priorslee Road / A464 roundabout.
- 7.13 One of the main measures in assessing priority junctions is 'Ratio of Flow to Capacity' (RFC). RFC is an indicator of the likely performance of a junction, with RFC values between 0.00 and 0.85 representing stable operation conditions with queues unlikely to occur. RFC vales between 0.85 – 1 represent variable operation conditions with probable queuing at junctions during some of the assessment period. RFC >1.00 represent overloading conditions at the junction with queues likely during most of the assessment period.

- 7.14 The three site access junctions have been assessed using a 'One Hour' traffic profile. When using this mode, the Junctions9 software synthesises a peak within the assessment period with a 15 minute warm-up and run-down either side of the assessment period. By pre-loading the junction with traffic and synthesising a peak, within the peak hour, this forms a robust assessment scenario.

A464 Holyhead Road / Spine Road Ghost Island Right Turn Junction

2029/2034 Base + Development Scenario

- 7.15 The proposed A464 Holyhead Road / Spine Road ghost island right turn junction has been assessed using PICADY. The junction model output files are provided at **Appendix P** and the results are summarised at **Table 19**.

	Queue (veh)	Delay (s)	RFC	Queue (veh)	Delay (s)	RFC
2029 Base + Development	AM			PM		
Spine Road Left Turn	0.3	8.07	0.25	0.1	6.90	0.12
Spine Road Right Turn	0.1	10.89	0.07	0.0	11.12	0.03
A464 Right Turn	0.1	6.87	0.09	0.3	8.19	0.23
2034 Base + Development	AM			PM		
Spine Road Left Turn	0.3	8.11	0.25	0.1	6.93	0.12
Spine Road Right Turn	0.1	10.99	0.07	0.0	11.23	0.03
A464 Right Turn	0.1	6.89	0.09	0.3	8.23	0.23

Table 19. A464 Holyhead Road / Spine Road ghost island right turn priority junction – Baseline + Development

- 7.16 From this it can be seen that the A464 Holyhead Road / Spine Road ghost island right turn junction will operate well within capacity on all arms during the Baseline + Development assessment scenario.

2029/2034 Base + Development + Sensitivity Scenario

- 7.17 The junction model output files for the sensitivity assessment are provided at **Appendix P** and the results are summarised at **Table 20**.

	Queue (veh)	Delay (s)	RFC	Queue (veh)	Delay (s)	RFC
2029 Base + Development + Sensitivity	AM			PM		
Spine Road Left Turn	0.4	8.64	0.30	0.2	7.10	0.14
Spine Road Right Turn	0.1	11.28	0.08	0.0	11.56	0.04
A464 Right Turn	0.1	7.00	0.10	0.4	8.74	0.27
2034 Base + Development + Sensitivity	AM			PM		
Spine Road Left Turn	0.4	8.69	0.30	0.2	7.14	0.14
Spine Road Right Turn	0.1	11.39	0.08	0.0	11.68	0.04
A464 Right Turn	0.1	7.03	0.10	0.4	8.79	0.27

Table 20. A464 Holyhead Road / Spine Road ghost island right turn priority junction – Sensitivity Scenario

- 7.18 From this it can be seen that the A464 Holyhead Road / Spine Road ghost island right turn junction will operate well within capacity on all arms during the Sensitivity scenario.

A464 Holyhead Road / Spine Road Roundabout

2029/2034 Base + Development Scenario

- 7.19 The proposed A464 Holyhead Road / Spine Road roundabout has been assessed using ARCADY. The junction model output files are provided at **Appendix P** and the results are summarised at **Table 21**.

	Queue (veh)	Delay (s)	RFC	Queue (veh)	Delay (s)	RFC
2029 Base + Development	AM			PM		
A464 (E)	0.2	2.11	0.16	0.1	2.01	0.12
A464 (W)	0.3	2.11	0.21	0.3	2.12	0.21
Spine Road	0.1	2.19	0.12	0.2	2.26	0.13
2034 Base + Development	AM			PM		
A464 (E)	0.2	2.12	0.16	0.1	2.02	0.13
A464 (W)	0.3	2.12	0.22	0.3	2.14	0.22
Spine Road	0.1	2.21	0.12	0.2	2.28	0.14

Table 21. A464 Holyhead Road / Spine Road roundabout Baseline + Development

- 7.20 From this it can be seen that the A464 Holyhead Road / Spine Road roundabout would operate well within theoretical capacity on all arms during all Baseline + Development scenarios.

2029/2034 Base + Development + Sensitivity Scenario

- 7.21 The junction model output files for the sensitivity assessment are provided at **Appendix P** and the results are summarised at **Table 22**.

	Queue (veh)	Delay (s)	RFC	Queue (veh)	Delay (s)	RFC
2029 Base + Development + Sensitivity	AM			PM		
A464 (E)	0.2	2.12	0.16	0.1	2.02	0.13
A464 (W)	0.3	2.11	0.21	0.3	2.15	0.22
Spine Road	0.2	2.22	0.13	0.2	2.28	0.14
2034 Base + Development + Sensitivity	AM			PM		
A464 (E)	0.2	2.14	0.17	0.2	2.03	0.13

A464 (W)	0.3	2.13	0.22	0.3	2.17	0.22
Spine Road	0.2	2.23	0.13	0.2	2.30	0.14

Table 22. A464 Holyhead Road / Spine Road Roundabout Sensitivity Scenario

- 7.22 From this it can be seen that the A464 Holyhead Road / Spine Road roundabout would operate well within theoretical capacity on all arms during all Sensitivity scenarios.

Cross Road / Elm Road priority junction

- 7.23 The proposed conversion of the Cross Road / Elm Road / Patshull Road roundabout junction to a priority T-junction has been assessed using PICADY. The junction model output files are provided at **Appendix P** and the results are summarised at **Table 23**.

	Queue (veh)	Delay (s)	RFC	Queue (veh)	Delay (s)	RFC
2029 Base + Development	AM			PM		
Elm Road	0.4	12.12	0.28	0.2	10.48	0.17
Cross Road	0.0	4.91	0.00	0.0	4.85	0.02
2034 Base + Development	AM			PM		
Elm Road	0.4	12.39	0.29	0.2	10.60	0.18
Cross Road	0.0	4.91	0.00	0.0	4.85	0.02

Table 23. Cross Road / Elm Road priority junction – Baseline + Development

- 7.24 From this it can be seen that the Cross Road / Elm Road priority junction would operate well within theoretical capacity on all arms during all Baseline + Development scenarios.

2029/2034 Base + Development + Sensitivity Scenario

- 7.25 The junction model output files for the sensitivity assessment are provided at **Appendix P** and the results are summarised at **Table 24**.

	Queue (veh)	Delay (s)	RFC	Queue (veh)	Delay (s)	RFC
2029 Base + Development + Sensitivity	AM			PM		
Elm Road	0.4	12.28	0.28	0.2	10.57	0.17
Cross Road	0.0	4.92	0.00	0.0	4.83	0.02
2034 Base + Development + Sensitivity	AM			PM		
Elm Road	0.4	12.55	0.30	0.2	10.70	0.18
Cross Road	0.0	4.91	0.00	0.0	4.82	0.02

Table 24. Cross Road / Elm Road priority junction – Sensitivity Scenario

- 7.26 From this it can be seen that the Cross Road / Elm Road priority junction would operate well within theoretical capacity on all arms during all Sensitivity scenarios.

8.0 SUSTAINABLE TRAVEL PROMOTION / ACCESSIBILITY IMPROVEMENTS

Introduction

- 8.1 This section provides details on how the proposed development would provide appropriate measures to influence travel behaviour and promote accessibility by all modes of travel, particularly walking, cycling and public transport. It also includes details of the pedestrian and cycle improvements proposed to further encourage sustainable travel movements to and from the site.

Sustainable Transport

- 8.2 One key objective of the development is to encourage all those travelling to and from the site to travel by sustainable modes and to limit the number of single-occupancy vehicle movements that are generated. This objective would be achieved by:

Encouraging the use of alternative modes of transport to the private car in order to reduce environmental impacts for all journeys to and from the proposed development;

Delivery of a new pedestrian/cycle route adjacent to the internal spine road to encourage walking and cycling trips within and to and from the site;

Delivering walking and cycling links to the existing road network from proposed access junctions;

Downgrading Patshull Road and Newhouse Lane to remove the 'through' vehicle movements on these roads;

Improving pedestrian and cycling provision of Patshull Road to provide a 'green route' to facilitate walking and cycling movements to Cross Road to the north;

Providing a new section of footway / cycleway on Cross Road to the east of the new vehicle link in to the site to encourage walking movements to Albrighton village centre to the east as shown at **Drawing Number SH5034-4PD-004**;

Improving active travel infrastructure at off-site junctions on key walking and cycling routes between the site and the key local facilities in Albrighton to the north as shown at **Drawing Number SH5034-4PD-009**;

Upgrading the existing footway on Cross Road to the east of the site to the junction with Newhouse Lane to provide a shared footway/cycleway active travel route as shown at **Drawing Number SH5034-4PD-005**;

Commitments to improve existing public transport services travelling to/from or through the site;

The provision of a new bus shuttle service between the site and Albrighton village centre and Albrighton Station to the north east;

Delivering long-term commitment to changing travel habits by minimising the

percentage of journeys to and from the development made by single occupancy cars, and maximise the proportion of trips to the development made by public transport, by car share, on foot and by cycle;

Educating residents/staff/pupils and visitors regarding the health benefits of walking and cycling;

Addressing residents'/staff/pupils and visitors need for access to a full range of facilities for work, education, health, leisure, recreation and shopping;

Reducing traffic generated by development to a significantly lower level of car trips than would be predicted without the implementation of a Travel Plan and on and off-site active travel measures; and

Promoting healthy lifestyles and communities.

Framework Travel Plan

- 8.3 To facilitate the increased uptake of sustainable travel options, a Framework Travel Plan (TP) report has been prepared and is submitted with this planning application. This TP covers the residential, care, retail, GP surgery/pharmacy and limited employment elements of the site whilst also sets out the key principles of a School TP which will be drafted in detail and submitted as part of any RM application.
- 8.4 The TP sets out measures that would be put in place to promote sustainable alternatives to private car use. At this stage it is anticipated that each land use proposed in outline at this stage would prepare individual TPs as part of their RM application. However, the measures included in these individual plans would reflect the overarching sustainable travel ethos set out in the Framework TP submitted as part of the current planning application.
- 8.5 The following paragraphs include a range of measures (identified within the TP) that are proposed to encourage residents/staff and visitors to travel by more sustainable modes of transport.

Appointment of a Travel Plan Co-ordinator (TPC)

- 8.6 A key component of the TP is the appointment of a Travel Plan Co-ordinator (TPC) who will be responsible for overseeing and coordinating the preparation and delivery of the subsequent RM TPs. The TPC will also be responsible for overarching engagement and liaison with SC TP officers.
- 8.7 The TPC's role in the development, implementation and management of the TP includes:

Set up of a TP Steering Group and ongoing management of this group;

Preparation of sustainable material, distribution and promotion of the 'Sustainable Travel Pack' (TIP) to residents/staff and visitors;

Delivery of the sustainable travel information to be provided on the development

website, in the housebuilder marketing suites, the Doctors Surgery/Pharmacy and in the TIPs;

Ongoing assessment of the objectives of the TP;

Implementation and management of the overarching Framework TP;

Liaison with all developers and guidance on the preparation of their bespoke TP documents;

Conducting/overseeing resident/staff travel surveys; and

Co-ordinating the monitoring programme for the TP.

- 8.8 The site wide TPC would be appointed at least 12 months prior to the first occupation of the site and would be retained in their role until the end of the TP monitoring period. The contact details of the appointed TPC would be provided to SC on appointment to ensure that liaison which will be key to the successful delivery of the sustainable travel measures at the site can commence at the earliest possible opportunity.

Sustainable Travel Information Packs (TIPs)

- 8.9 It is vital that all residents/employees/pupils and visitors are aware of the sustainable travel options available to them at or prior to first occupation. In order to ensure this, it is proposed that all new residents and staff at the development would be provided with a 'Sustainable Travel Information Pack' (TIP) as part of their purchase, or employment contract pack.
- 8.10 The TIP would provide useful information in relation to sustainable travel options to assist people in making informed choices for travelling to/from the site. The travel packs would include information such as:

Contact details for the TPC;

Plans showing the location of bus stops;

Bus timetables and route maps;

Contact details for organisations providing public transport information;

Information regarding a time limited free bus pass or other sustainable travel voucher. Vouchers would be available upon request;

Information on local car sharing schemes;

Information on the on-site car club options;

Information on the on-site shuttle bus service;

Information on local EV charging points;

Walking/cycling maps and plans;

Details of local taxi operators;

Details of useful website such as: Traveline, National Rail, Sustrans etc; and

Plans showing local amenities and facilities (shops, Schools and community facilities) and recommended walking and cycling routes to the same.

- 8.11 The TIPs will be provided to all new residents as part of their initial purchase contract pack. However, in addition to this, the TIPs will also be available in all on-site sales offices and will be actively promoted by sales staff and provided (where possible and appropriate) to potential purchasers visiting a sales office to ensure that they are fully aware of the potential sustainable travel options provided at the site. It will be the responsibility of the site wide TPC to ensure that all sales offices are fully stocked with TIPs.
- 8.12 The TIP would also be provided to all new staff working at the site as well as to visitors to the care element where possible. A version of the TIP would also be available on the Secondary School website.
- 8.13 The information provided in the TIP would also be available in hard copy key trip generating locations such as the Doctors Surgery and on the development specific promotional website prepared by the companies building out the separate elements of the site.

Walking & Cycling Initiatives

- 8.14 To encourage greater use of walking to and from the development, the development would assist in the provision of the following initiatives:

Pedestrian links are to be provided to tie into the existing facilities on Cross Road with a new shared footway cycleway provided adjacent to the spine road which passes through the site;

A new section of shared footway/cycleway will be provided on Cross Road between the new Cross Road site access junction and the improved Patshull Road junction;

Newhouse Lane and Patshull Road will be downgraded to remove vehicle 'through movements' on these roads. This will reduce the number of vehicles travelling past Albrighton Primary School thus improving the pedestrian environment in this key location.

The northern section of Patshull Road will be downgraded to provide a 'green route' to encourage walking and cycling movements;

The existing footway on Cross Road between the site and Albert Road will be upgraded to provide an off-road shared footway/cycleway to encourage active travel between the site and the wider Albrighton facilities to the north east;

A 'Zebra' crossing will be provided to the east of the Cross Road / Elm Road improved cross roads junction to link the new section of footway/cycleway on the northern side

of Cross Road to the new provision on the southern side and in to the site;

Off-site pedestrian improvements works at existing junctions that lack dropped kerbs or tactile paving on the key active travel routes between the site and local facilities, public transport/rail facilities in Albrighton to the east. These are discussed in detail in Section 3 of this report and shown in **Appendix L**.

Pedestrian facilities within the development would be a minimum width of 2 metres with a shared, off-road, 3m wide footway cycleway provided adjacent to the main spine road through the site;

Appropriate pedestrian crossing facilities would be provided internally within the development at the site access side road junctions;

All pedestrian/cycle routes would be adequately surfaced and lighting would be provided in accordance with local design standards;

All pedestrian/cycle routes would be designed to ensure that they provide appropriate levels of natural surveillance; and

Safe, secure and covered cycle parking facilities would be provided within the proposed development in accordance with local parking standards. Individual dwellings would make adequate provision for cycle parking within the curtilage of each dwelling and this would be determined at the RM stage. Cycle parking for the proposed land uses would also be set out in the RM applications. E-bike schemes would also be promoted and are detailed later in this Section.

Public Transport Strategy, Improvements and Promotion

- 8.15 It is considered that travel by bus could, subject to improvements and the rerouting of existing services / delivery of a new site specific bus route, represent an attractive sustainable transport mode for users of the development, particularly for travel to/from Albrighton and the wider Shropshire area.
- 8.16 Public transport would also be promoted via the provision of a new on-site shuttle service to link the site to Albrighton and Albrighton Rail Station to the north as well as diversions to existing or new longer distance regional services which could travel through the site using the new access junctions with the A464.

Site Based Shuttle Bus Service

- 8.17 In order to facilitate sustainable travel movements between the site and the local facilities in Albrighton village centre an Albrighton Rail Station, a new shuttle bus service would be operated from the site. At this time, it is anticipated that the shuttle service would be delivered by an EV vehicle or vehicles.
- 8.18 The shuttle service would operate from a central 'transport hub' which is anticipated to be provided within the retail/local centre land use area. The detail of the proposed 'transport

hub' would be set out at the time of the RM application and could include, real time information boards, timetables and seated waiting areas.

- 8.19 It is anticipated that services would operate with a 20-30 minute frequency during peak times throughout the day Monday – Friday.
- 8.20 Services will pick up and drop off at the internal transport hub as well as at key locations on route to the local facilities on Albrighton High Street and Albrighton Rail Station;
- 8.21 Services will be scalable with the ability to 'ramp' up frequencies and change the size of the bus service on demand.
- 8.22 Whilst the final detail of the service will be provided as part of any RM application, it is anticipated the requirement to provide a shuttle service in line with that set out in the TA could be secured by way of a S106 Legal Agreement.

Wider Bus Services Strategy

- 8.23 During the early phases and before the critical mass of residential units are occupied, either a bespoke local bus service or a diversion to an existing route through the site could be provided to connect the proposed development with the centre of Codsall to the north. The longer-term aim is for this connection to be operated as an ongoing service to connect the site to the wider area. This would be phased in accordance with the build out of the development. Whilst the internal spine road through the site is applied for in outline only at this stage, it is anticipated that the main internal roads would be delivered early in the construction of the site to allow bus services to enter and exit the site utilising the accesses on to A464 Holyhead Road to the south. The internal spine road would be designed with a minimum 6.5m carriageway width to ensure that it is of an appropriate standard to accommodate two way bus movements.
- 8.24 In terms of timing of delivery, this would be influenced by the occupation of dwellings and associated facilities within the development. Phasing the bus service proposals alongside certain 'trigger points' gives the greatest opportunity for the service to become established according to the particular level of demand to and from the development, making best use of any agreed financial subsidy package, with the aim of providing a new service which could become commercially viable in the longer term. In the long run it is considered that existing bus services could be diverted in and through the site to accommodate movements with the full built out development.
- 8.25 An initial 'trigger' occupation figure of 100 units could be appropriate to introduce a bus service through the development. This allows the service to be provided at an early stage of the development to foster sustainable transport patterns, whilst avoiding operating a service too early when there is not sufficient demand from passengers.
- 8.26 Discussions will be undertaken with SC Public Transport Officers as part of any post application work to agree the scope and form of any new/revised/diverted bus services. In addition to this, discussions are already taking place with local bus operators to agree the

overall public transport provision for the site in terms of potential routes and viability. In particular, discussions are being progressed with 'Banga Buses' who currently operate service 891 which runs through Albrighton (High Street) via the A41 Albrighton bypass to the north. These discussions will also confirm the trigger points for the bus service and the level of subsidy that could be required to support a wider diversion of an existing/new commercial service to a point where the route can flourish as a commercial operation. The exact level of this support is to be discussed and agreed with SC and could be secured by way of a S106 contribution agreement. A suitably worded planning condition could be introduced in this regard.

- 8.27 To ensure that an attractive service is provided, it is anticipated that any public bus service through the site would (in addition to the shuttle service to be provided as part of the development) need to operate with a minimum 30-minute frequency during the AM and PM peak times.
- 8.28 The anticipated minimum service specification is for a Monday to Saturday hourly service with arrivals in Albrighton centre before 09:00 and departures to the proposed development from Albrighton after 17:00. However, to provide an attractive route that has the real potential to reduce vehicle movements, it is proposed that the service would operate from 07:00 to 20:00 Monday to Saturday, with a minimum half hourly frequency during peak times.
- 8.29 In line with best practice each bus stop within the site would have a flag, a timetable case and hard-standing, including a raised kerb to give level access to and from the bus. All new stops within the proposed development would be designed to meet these requirements. Shelters would also be provided with the exact form of the bus stop provision agreed with SC post application.
- 8.30 In line with best practice guidance, bus stops within the proposed development will be located to ensure, wherever practicable that residential properties are within 400m of the bus service. At this stage it is anticipated that bus stops within the site would be provided as 'on-street' bus cages. The location of the new stops within the site stops will be subject to agreement with SC as part of the post application discussions.

Public Transport Information

- 8.31 Information on bus services, timetables and route maps would be provided in the Sustainable TIPs, on the residents' information board and on the bespoke site marketing website and as such would be easily accessible to all residents/staff and visitors, in advance of occupying the site. Information would include details on routes, services, timetables and fares.

Sustainable Travel / Bus Pass Voucher

- 8.32 Through the provision of the TIPs the developer could provide vouchers to cover the purchase of sustainable travel items including bikes or wider cycling and walking equipment. An alternative option would be for the developer to provide a single, free, time-limited bus pass per household. These vouchers/bus passes would be redeemable through the TPC

who would oversee and manage the delivery of these incentives to eligible residents.

- 8.33 At this time, it is anticipated that if a free bus pass is provided, this would be valid for a period of up to 3 months. The exact length of the bus passes would be a matter for discussion with SC following the submission of the application.
- 8.34 The sustainable travel/bus vouchers will be heavily promoted in the TIP and on sustainable travel pages of the development website to ensure that people are aware of the public transport options available to them from first occupation which is typically a time when travel behaviours can be moulded.

Development Car Share Scheme

- 8.35 The benefits of car sharing and how to go about it will be set out in the TIPs provided to all residents and staff living and working at the proposed development. Individuals can select local car sharers by registering with a national or regional car sharing database on the internet. Websites allow people to register travelling details and search for other car sharers who live within the vicinity, or wish to car share a specific car journey, for example to workplaces.
- 8.36 In addition to this, the TPC for the site will also set up a development specific, bespoke car share scheme specifically for those living and working at the site. This will be managed for the duration of the TP implementation period and will be advertised in both the TIPs and on the bespoke development website.
- 8.37 The collection, storage and provision of any personal information will be in-line with current GDPR policies at the time.

Car clubs

- 8.38 Car clubs aim to encourage reduced car ownership by offering a viable alternative to owning a car but still providing the convenience of having access to a car for specific journeys or events.
- 8.39 Given the size of the site consideration would be given to the provision of car club vehicles that are readily available to residents and staff. Car clubs involve the booking of cars via an app, phone or website, thus allowing the user to undertake car trips not achievable sustainably or when transporting large items for example.
- 8.40 Typically, the user of the car club vehicle would pay an annual membership, then pay a fee per mile and for the time booked. At this time it is considered that the initial annual membership fee to join a potential onsite car club would be paid by the resident in the first instance but reclaimed following the submission of proof of purchase to the site TPC.
- 8.41 Based on the current movement away from fossil fuels, it is anticipated that the cars would be electric which benefit from allocated parking spaces and in this instance, with EV charging points. Discussions over the provision of car club spaces would be held with key car club providers and SC following the submission of the planning application.

E-Bike Hire Scheme

- 8.42 The TPC would investigate the potential for an E-Bike hire scheme to be implemented at the site. This would be investigated and detailed as part of any RM applications for both the residential and employment elements.
- 8.43 It is anticipated that if appropriate, E-Bike hire and pick up and drop off facilities could also be provided close to Albrighton village centre and Albrighton Station as these will be key trip attractors where E-bikes can provide a realistic travel alternative to the private car.

Bicycle User Group (BUG)

- 8.44 The TPC for the site would set up a Bicycle User Group (BUG) which would be advertised in the TIPS, on the sustainable travel notice boards and promoted as part of any cycle related TP promotional day. This group would advocate cycle trips to and from the site and encourage both recreational and commuting trips in association with the TPC. A member of the BUG would be included in the Travel Plan Steering Group.

Travel Plan Steering Group

- 8.45 The TPC will be responsible for setting up and managing a TP steering group for the new development. It is anticipated that this group will be made up of a number of residents living at and staff working at the development, representatives of local public transport providers as well as representatives of District and Parish Councils. SC Travel Plan Officers will also be invited to attend the Steering Group meetings.
- 8.46 These meetings will be held every 12 months with minutes and key actions included in the TP reporting and monitoring documents prepared by the TPC for the development. An indicative list of those that could be asked to join the TP Steering Group is provided below:

Site wide TPC;

Other TPC/Travel Plan Representatives for specific users within the development;

SC TP, public transport and walking and cycling officers;

Bus operators;

Car club operators;

Member of the site wide BUG;

Website and database support (consultants);

Resident Group representatives; and

Cycling/Walking group representatives.

Personalised Travel Planning

- 8.47 The TPC would be responsible for delivering Personalised Travel Planning (PTP) for all of

those living and working at the development.

- 8.48 PTP provides an excellent opportunity for a bespoke sustainable journey plan to be provided to each resident that requests it further encouraging sustainable travel to and from the site.
- 8.49 Residents and staff would be invited to engage with the site wide TPC to establish the most sustainable way to make their journey as part of the TIP which would be provided either as part of their occupation/employment contract or from the sales office on their initial visit to the site.

Sustainable Travel Website

- 8.50 In conjunction with the developer/promoter of the site, the TPC look to establish a bespoke website that provides transport and travel information for residents, staff and visitors to the development. This website/information would contain all sustainable transport information from bus routes, services and timetables, walking and cycling, useful contacts and the latest news connected to the development.

Promotion and Awareness

- 8.51 The effective marketing and promotion of the TP will be key to ensuring its immediate and long term impact on encouraging mode shift away from the private car. Initially the marketing will involve the “selling” of the concept of sustainable transport and how sustainable travel can benefit the individual as well as the wider environment.
- 8.52 Through the promotion and introduction of TP initiatives identified above, residents, employees, visitors etc would be able to make more informed, sustainable travel choices. It is key to the success of the TP that initiatives are effectively marketed and promoted to both those living, working at and visiting the development site.
- 8.53 Following the granting of planning consent a TP logo and overall design brand would be prepared which would be a ‘golden string’ throughout all of the TP marketing for both the residential and employment elements. This would ensure consistency and raise the TPs brand awareness and be included in/on the TIP, website, app, email footer and the TPs for each specific development.

Care and Education Land Uses Travel Plans

- 8.54 As set out, the care and School uses (and potentially other uses depending on GFA and planning requirements) would be supported by bespoke TPs to reflect how sustainable travel can be promoted and encouraged within their specific element of the scheme. These documents would be informed by this overarching Framework TP document and would be refined and tailored in discussion with the overarching site wide TPC to ensure consistency with brand message and the sustainable travel measures proposed for the wider site. These documents would be provided as part of any relevant RM applications.
- 8.55 Prior to occupation, the care and education (and potentially other) land uses would appoint their own TP Representative (TPR) to oversee and deliver their bespoke TP. This would be

done in liaison with the TPC appointed for the overall wider site.

- 8.56 To ensure that all staff/residents associated with the care and education uses are aware of the sustainable travel measures available to them, they would be provided with a bespoke TIP as part of their initial employment/occupation contract or upon commencement on site. This would be overseen by the TPR in charge of overseeing their specific TP and the wider site TPC.
- 8.57 Pupils and parents travelling to the new education elements of the site would be provided with sustainable travel information via the School /development website as well as electronic communications.

Travel Surveys

- 8.58 The overall site TPC would prepare an appropriately worded travel survey to be used at the site in association with TP Officers at SC following their initial appointment. The travel survey would be developed containing a set number of standardised survey questions that cannot be changed by the end user. This would, year on year provide the baseline and then ongoing monitoring figures and would include modal choice, postcode, journey time etc.
- 8.59 The travel survey would then be tailored for each element of the development to allow for their type of location which can include residents, visitors and employees.
- 8.60 The exact form of the bespoke travel surveys and how they would be disseminated would be agreed with SC at the time of any RM application and could be sent to the target audience via a weblink, via a QR code which, when completed, returns the answers into the database being used for analysis, thus starting the report process.
- 8.61 In terms of timing, it is anticipated that the initial residential travel survey will be undertaken on or soon after three months of initial occupation of the site. The suitability of this date will be discussed with SC TP Officers immediately following the appointment of the site wide TPC. Further residential surveys will be undertaken on the anniversary of the date of the first survey until the completion of the TP monitoring period which is anticipated to be a minimum period of five years following 75% occupation of the residential units.
- 8.62 For the care element travel surveys, these will be completed on or soon after three months of occupation with surveys continued for five years following the completion of the initial survey.
- 8.63 For the education element, it is anticipated that travel surveys will be completed within 3 months of first occupation.

Electric Car Charing Points

- 8.64 The use of electric vehicles is an important measure in reducing emissions locally and therefore the provision of necessary infrastructure which promotes the use of such vehicles is essential. Based on this each residential unit with on plot parking will provide the capability for electric vehicle charging.

- 8.65 The quantum of EV parking proposed for each individual element of the site will be confirmed and in line with EV parking standards at the time of any RM planning application. A suitably worded planning condition could be applied in this regard.

High Speed Broadband

- 8.66 The developer would investigate, in conjunction with service providers, the possibility of delivering high speed broadband to each dwelling and proposed care, education and other land uses. This would enable residents, staff, pupils and visitors to access online delivery services and allow residents to work from home where possible whilst providing appropriate connection speeds to facilitate efficient working practices for the employment elements of the development.

9.0 CONCLUSIONS

- 9.1 This Transport Assessment (TA) has been prepared by the Sustainable Delivery and Development (SDD) team of DLP Planning Ltd on behalf of Boningale Homes Limited in support of an outline planning application for circa 800 residential units, a 60-unit care facility, a Secondary School, a neighbourhood centre / supermarket / Doctors Surgery-Pharmacy, start-up employment units and a shuttle bus service on land at South Albrighton, Shropshire. The application is submitted in outline with all matters reserved (including the site layout) except for access.
- 9.2 This TA follows the preparation of a Pre-Application Highways Technical Note which was prepared and submitted to Shropshire Council (SC) Highways in November 2023. A full copy of the submitted Note is provided at **Appendix A**. A limited response was provided by SC to the wider planning considerations set out in the Pre-application submission pack however, these did not contain any detailed consideration of the key highways matters set out for agreement and discussion in the Highways Pre-application Technical Note. As such, the content and scope of this TA is based on DLP's experience of working on similar scale applications throughout the UK.
- 9.3 The proposed development is considered to be in a good location for future residents/staff, pupils and parents to travel by sustainable modes as it is in an appropriate walking and cycling distance of key facilities in Albrighton to the north east. Active travel improvements will also be provided between the site and the wider Albrighton facilities/residential area as part of the proposals. Public transport facilities including bus stops will be provided as part of the development as will a shuttle service to transport residents to and from Albrighton village and Rail Station. In addition to this Albrighton Rail Station is within appropriate walking and cycling distance of the site.
- 9.4 An initial review of PIA data records confirms that there are no material safety concerns in the vicinity of the site within the most recent 5-year period.
- 9.5 The proposals allow for new access points from Cross Road to the north and the A464 Holyhead Road to the south. These junctions have been designed to ensure compliance with both local design guidance and wider national Department for Transport standards. Appropriate visibility splays can be provided at all new access junctions. Vehicle tracking has confirmed that the largest vehicles likely to travel through the junctions can be accommodated.
- 9.6 Active travel (walking and cycling) movements are provided for at all access junctions to encourage more sustainable trips to and from the site. These access points link to the existing footway / cycling provision in the wider area. In addition to this wider off-site active travel improvements are also proposed including the provision of a new section of shared 3m footway/cycleway on Cross Road to further encourage sustainable travel choices.
- 9.7 Patshull Road and Newhouse Lane will be stopped up as part of the proposals. This will stop these routes being used for 'through' traffic movements with existing and new vehicle

movements routed through the site which will provide appropriate carriageways to accommodate new and existing traffic. Green routes will be provided on part of the stopped up carriageways to facilitate and encourage active travel movements. This also alleviates the SC Highways concerns about the immediate road network not being appropriate to accommodate development traffic.

- 9.8 Junction capacity testing has confirmed that all of the site access junctions will operate well within capacity during the AM and PM road network periods in all future testing scenarios.
- 9.9 A Framework Travel Plan has been submitted as part of this application to encourage sustainable travel to and from the site. In addition to this, a number of key measures to encourage walking, cycling and public transport use are also put forward to further encourage the use of more sustainable travel modes.
- 9.10 In conclusion, having due regard to the NPPF, this TA has clearly demonstrated that residents, staff, pupils and parents would have opportunities to travel by sustainable modes, a safe and suitable access strategy can be provided, and that the development will only lead to a limited increase in vehicle movements through Albrighton village to the north.
- 9.11 It is therefore considered that the proposed development would comply with national planning policy and best practice guidance and as such, there should be no insurmountable highways or transport related reasons to object to this planning application.

APPENDIX A SDD Transport Pre-Application Note

APPENDIX B SC Pre-Application Planning Response

APPENDIX C Active Travel Audit Photos

APPENDIX D ATC and MCC Traffic Survey Results

APPENDIX E Indicative Site Masterplan

APPENDIX F Site Access Strategy Drawing

APPENDIX G South Western Site Access Roundabout

APPENDIX H South Eastern Site Access Ghost Island Right Turn Junction

APPENDIX I Northern Site Access – Cross Road Improvements

APPENDIX J Patshull Road, Cross Road and Newhouse Lane Stopping Up

APPENDIX K TRICS Assessment Outputs

APPENDIX L Pedestrian Improvements Proposed from Active Travel Audit

APPENDIX M Census 2011 Data and Proposed Reassignment

APPENDIX N Proposed Development Traffic Distribution and Flows for Testing

APPENDIX O TEMPro Traffic Growth Calculations and Factors

APPENDIX P Junctions 9 Site Access Capacity Modelling Outputs



BEDFORD

Planning / SDD / SPRU

bedford@dlpconsultants.co.uk

BRISTOL

Planning / SDD / SPRU

bristol@dlpconsultants.co.uk

EAST MIDLANDS

Planning/ SDD

nottingham@dlpconsultants.co.uk

LEEDS

Planning

leeds@dlpconsultants.co.uk

LIVERPOOL

Planning

liverpool@dlpconsultants.co.uk

LONDON

Planning

london@dlpconsultants.co.uk

MILTON KEYNES

Planning

miltonkeynes@dlpconsultants.co.uk

RUGBY

Planning

rugby.enquiries@dlpconsultants.co.uk

SHEFFIELD

Planning/ SDD / SPRU

sheffield@dlpconsultants.co.uk

**URBAN
DESIGN
GROUP** REGISTERED
PRACTICE

IEMA Transforming the world
to sustainability

 **CIHT**

 **RTPI**
Chartered Town Planner

