



Appendix AM.3

HIGHWAYS RELATED PLANNING CONDITIONS AND S106 CONTRIBUTIONS

It is agreed that as set out in the LHA consultation comments dated 28th February 2025, and also Section 5 of the HSoCG, should the scheme be approved, there would be a number of highways related planning conditions and S106 payments required.

The below sets out such requirements and what I envisage to be the most appropriate delivery mechanism.

Scheme	Drawing References	Likely Costing	Delivery Mechanism
The access strategy as set out in Drawing Numbers 2530067.61.01 to .07 would be implemented prior to first occupation and fall under a S278 Agreement with the LHA. These works will also require a Traffic Regulation Order (as part of the S278 works) to secure traffic restrictions along Cross Road / Patshull Road / Newhouse Lane and would be subject to separate application process led by the LHA and funded by the Appellant. A suitably worded planning condition shall be agreed to secure these S278 works. I have also now prepared Drawing Number 2530067.61.01 which seeks to simplify the proposed access strategy.	Drawing Numbers 2530067.61.01 to .07		S278 Agreement
Off-site highway improvements work along Cross Road would be undertaken as per Drawing Number SH5034-4PD-0010 Revision B would be implemented prior to first occupation and fall under a S278 Agreement with the LHA.	Drawing Number SH5034-4PD-0010 Revision B		S278 Agreement



It is agreed with the LHA that the speed limit along the A464 would be reduced to 40mph in the vicinity of the site as shown in Drawing Number SH5034-4PD-011 Revision A prior to first occupation. This would be secured through a separate TRO process being paid by the Appellant towards the cost of the TRO.	Drawing Number SH5034-4PD-011 Revision A		Planning Condition to secure TRO
A 20-seater shuttle bus to be provided from the proposed development site to Albrighton High Street and Albrighton Railway Station. The period of funding by the appellant will be from first occupation until 250th dwelling occupation and the proposed public bus service through the site is implemented. This would operate Monday – Saturday from 0700 – 1900 at a 20-minute frequency.		£200,000 annually (index linked)	Funded by Boningale Developments Ltd
A sum of £372,538 annually (index linked) for a single deck bus to be provided between Wolverhampton and Telford via the proposed development site and Albrighton Railway Station. This would operate Monday – Saturday from 0700 – 1900 at a 60-minute frequency, staggered 30-minutes from the existing 891 service.		£372,538 annually (index linked)	S106 Contribution of £1,100 per dwelling £25000 per retail unit and passenger fares thereafter
Off-site improvements work at the A41 / Heath House Lane / Wrottesley Park Road junction would be implemented as per Drawing Number SH5034-4PD-012 Revision C prior to first occupation and fall under a S278 Agreement with Staffordshire County Council.	Drawing Number SH5034-4PD-012 Revision C		S278 Agreement
It is agreed with Staffordshire CC that the speed limit along the A41 would be reduced to 50mph (within national speed limit) and 40mph (within existing 50mph speed limit) as shown in Drawing Number SH5034-4PD-014 prior to first	Drawing Number SH5034-4PD-014		Planning Condition to secure TRO



occupation. This would be secured through a separate TRO process being paid by the Appellant towards the cost of the TRO.			
A S106 financial contribution towards the cost of the MOVA validation at the A41 / A464 for MOVA validation within the associated SCC jurisdiction being paid on 400th dwelling and 800th dwelling occupation of the site.		£3000 (index linked) as set out by SCC	S106 Contribution



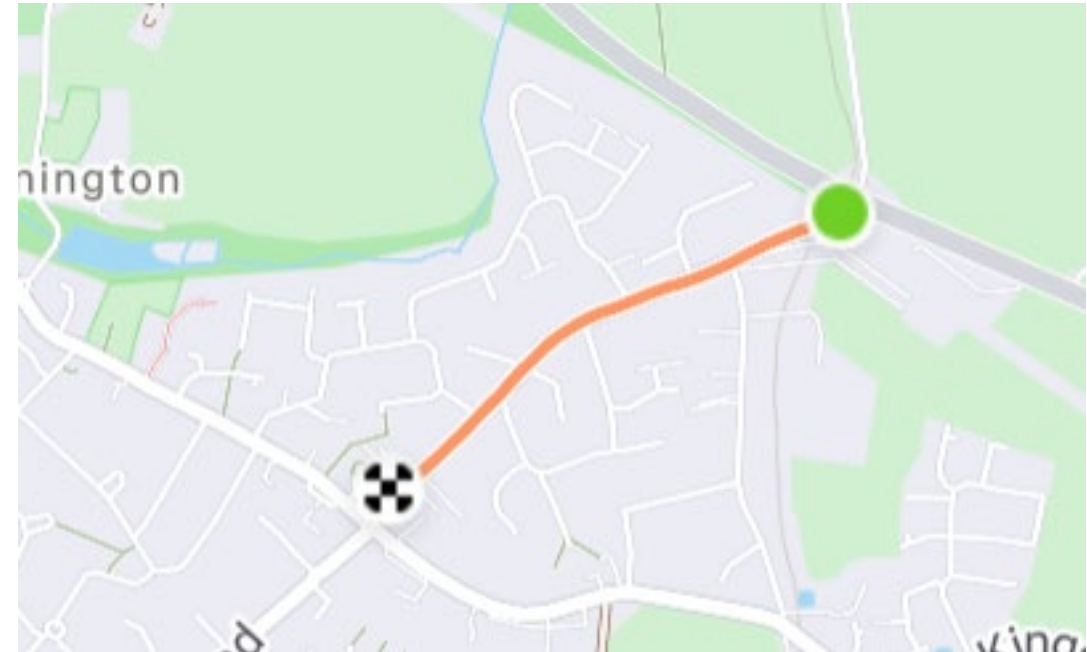
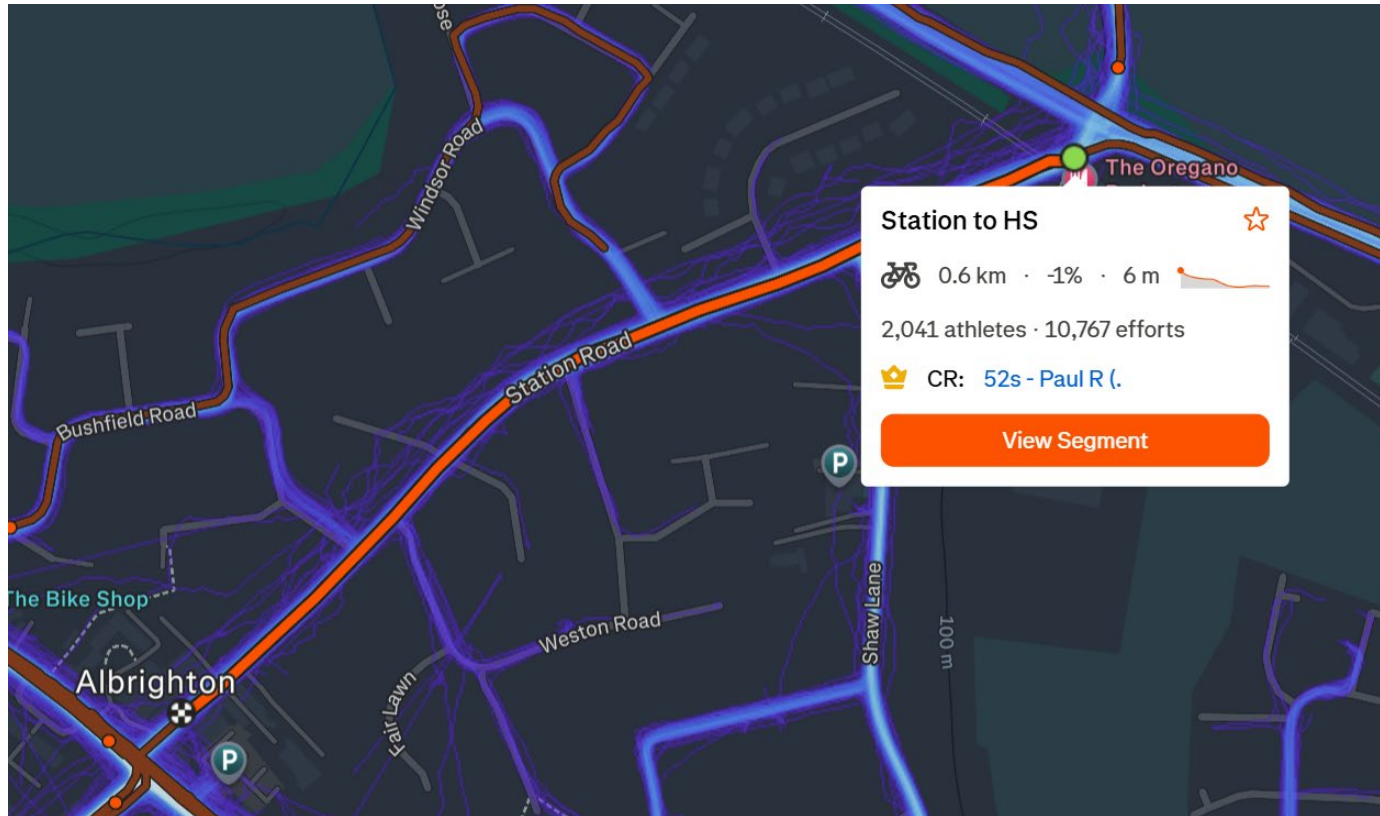


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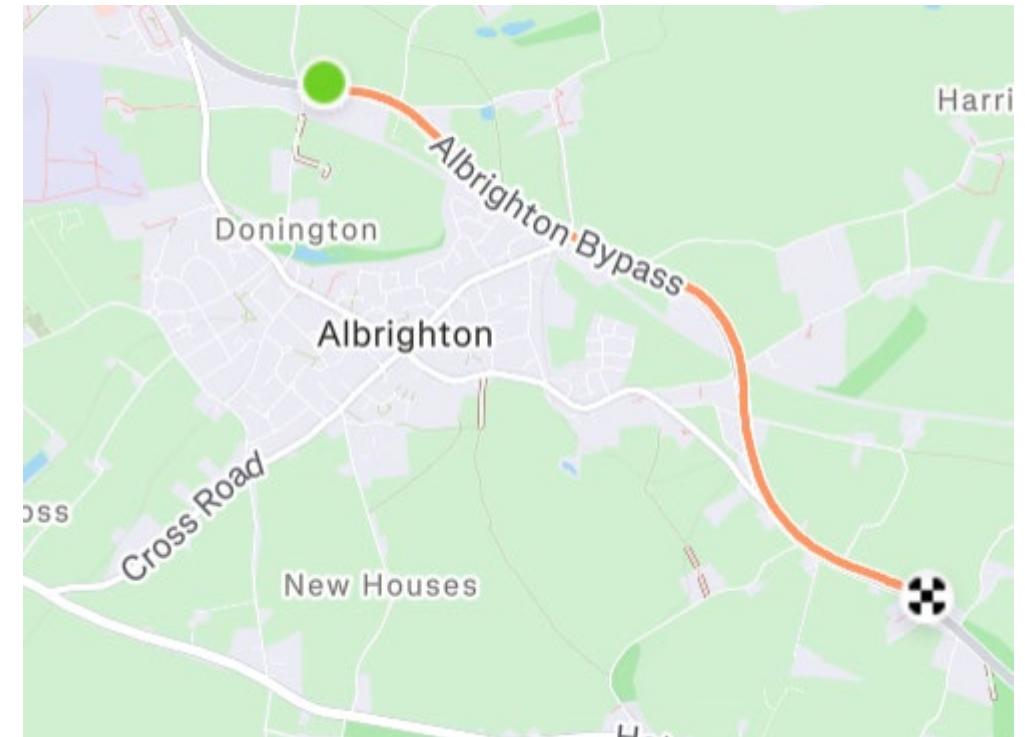
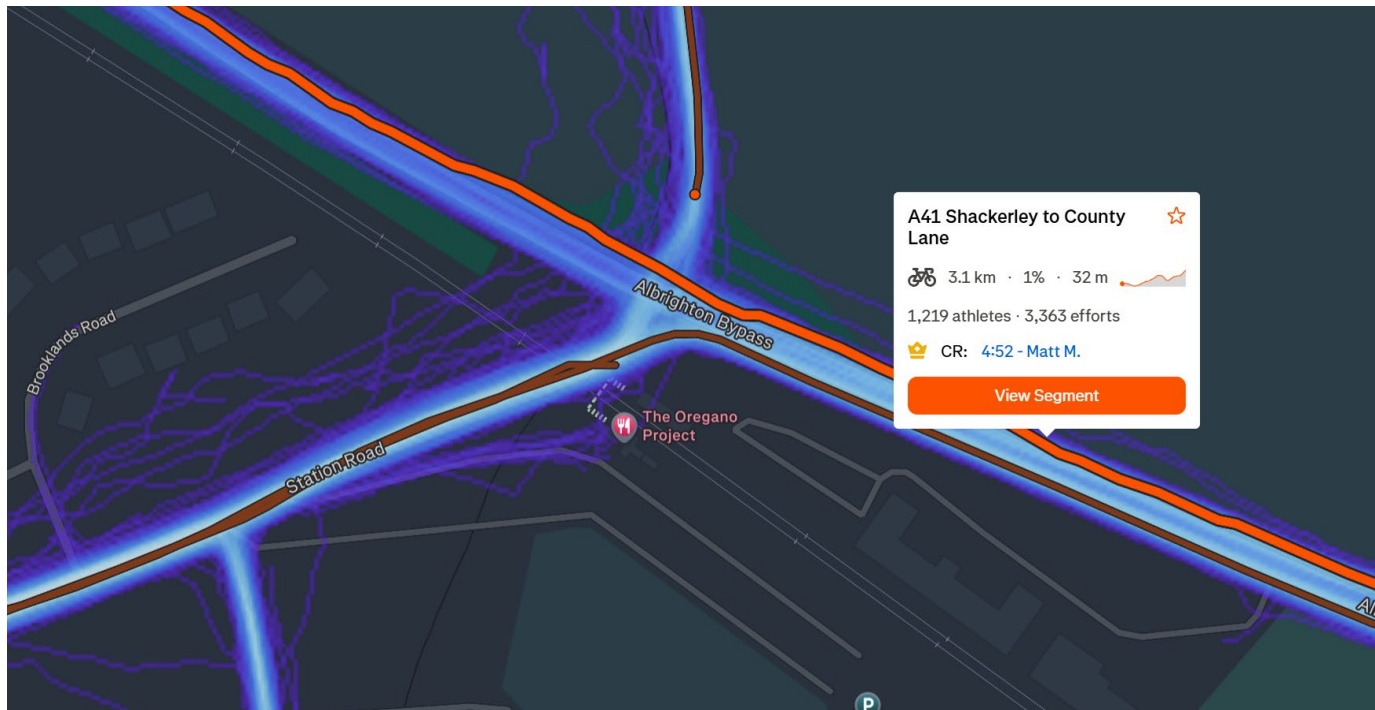
STRAVA DATA

Appendix AM.4

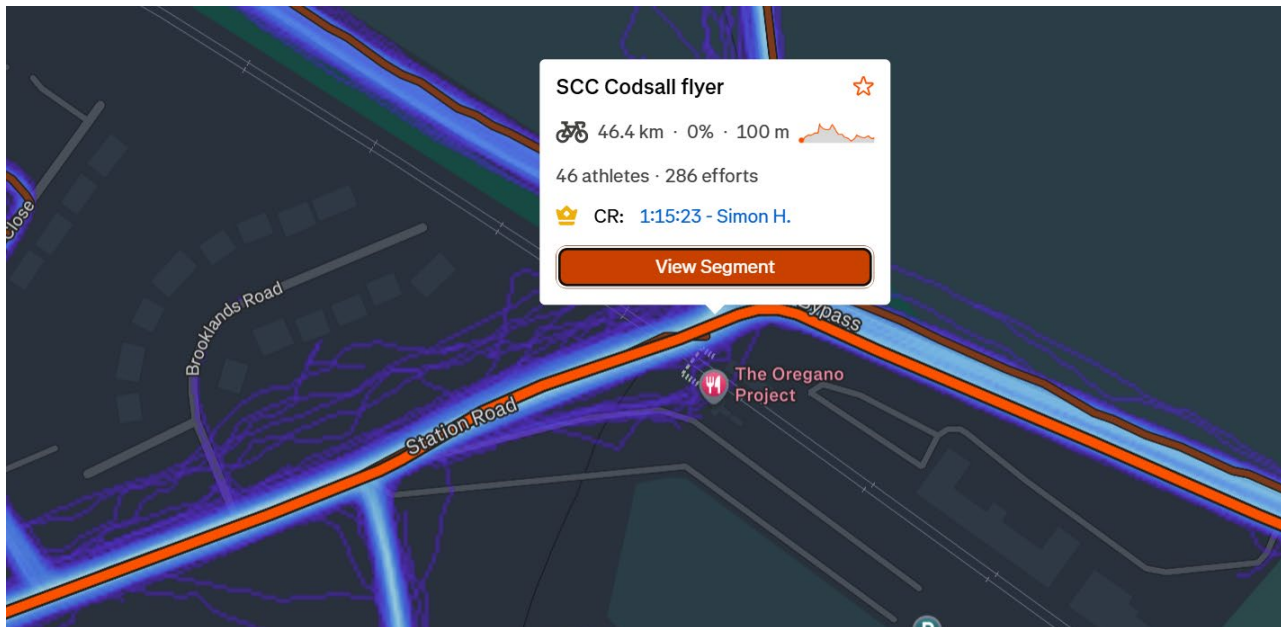
Station to HS – **128** Annual Attempts. **2041** all time attempts.



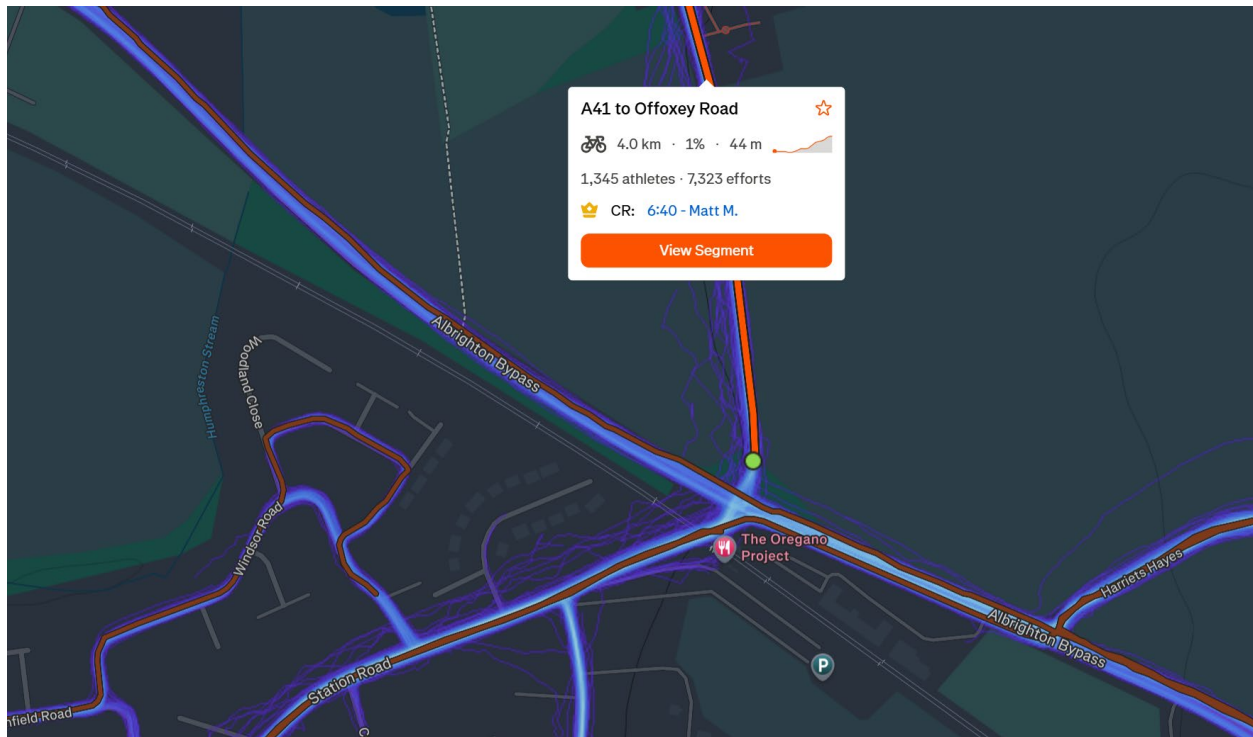
A41 Shackerley to County Lane – 21 Annual Attempts. 1219 all time attempts.



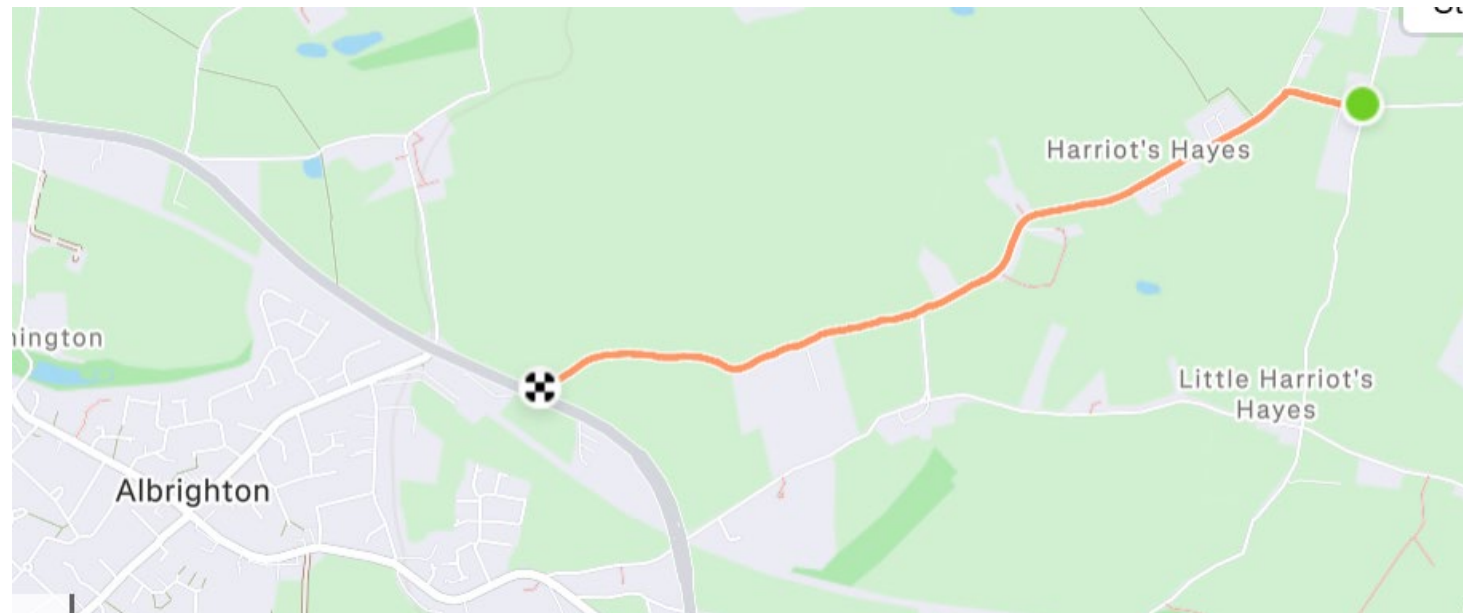
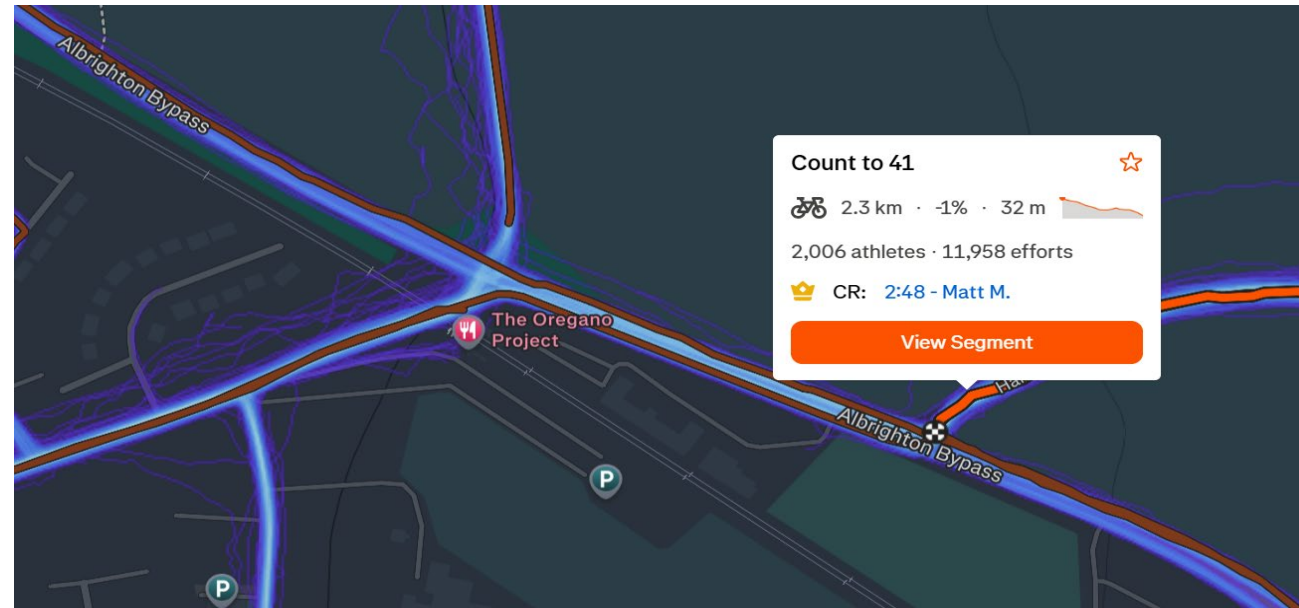
SCC Codsall Flyer – 22 Annual Attempts. 46 all time attempts.



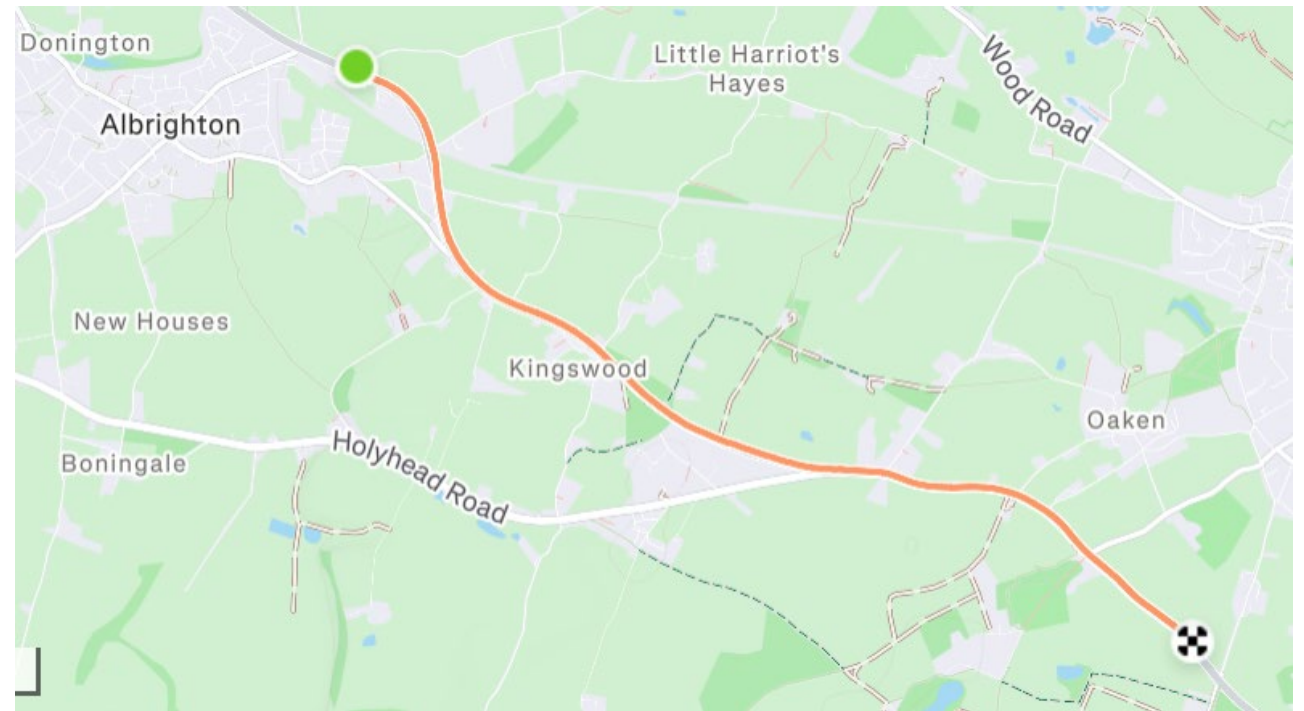
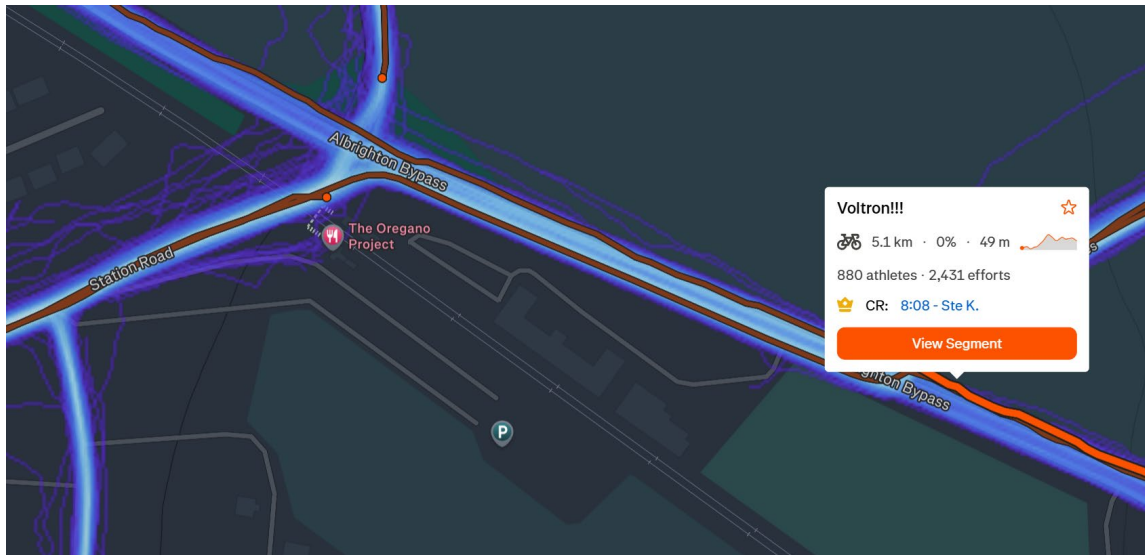
A41 to Offoxey Road – 62 Annual Attempts. 1315 all time attempts.



Count to 41 – 128 Annual Attempts. 2006 all time attempts.



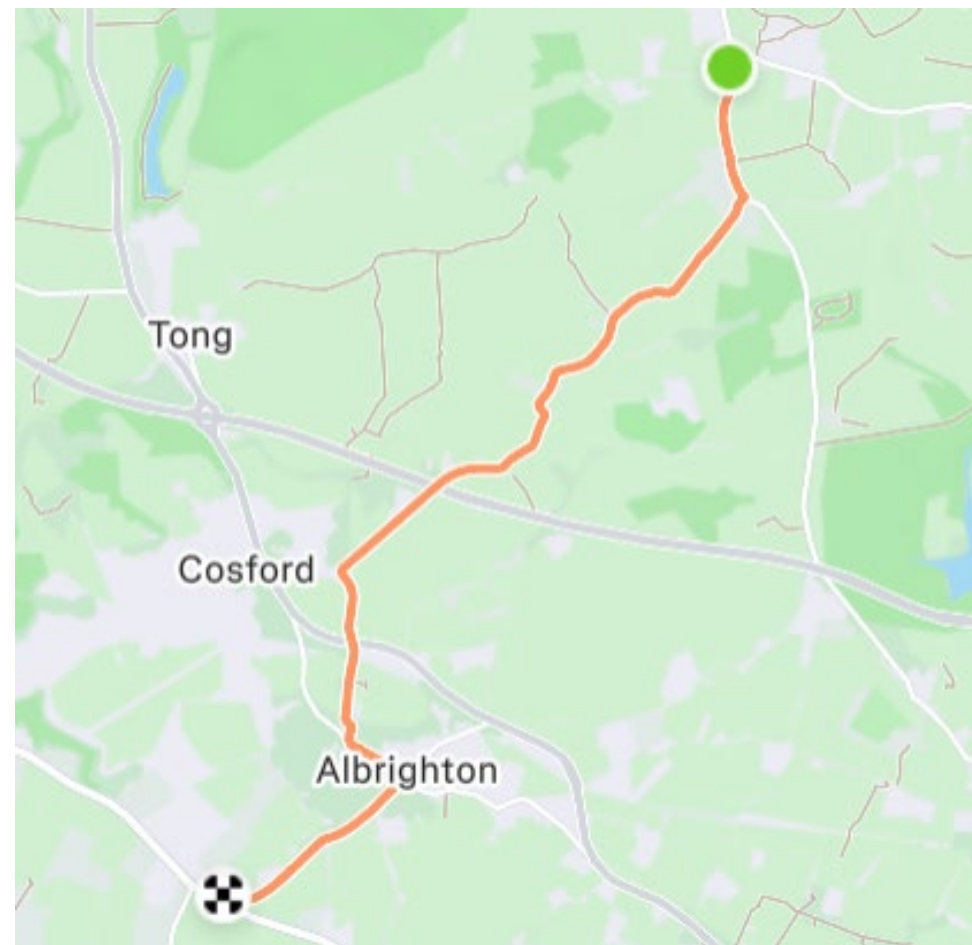
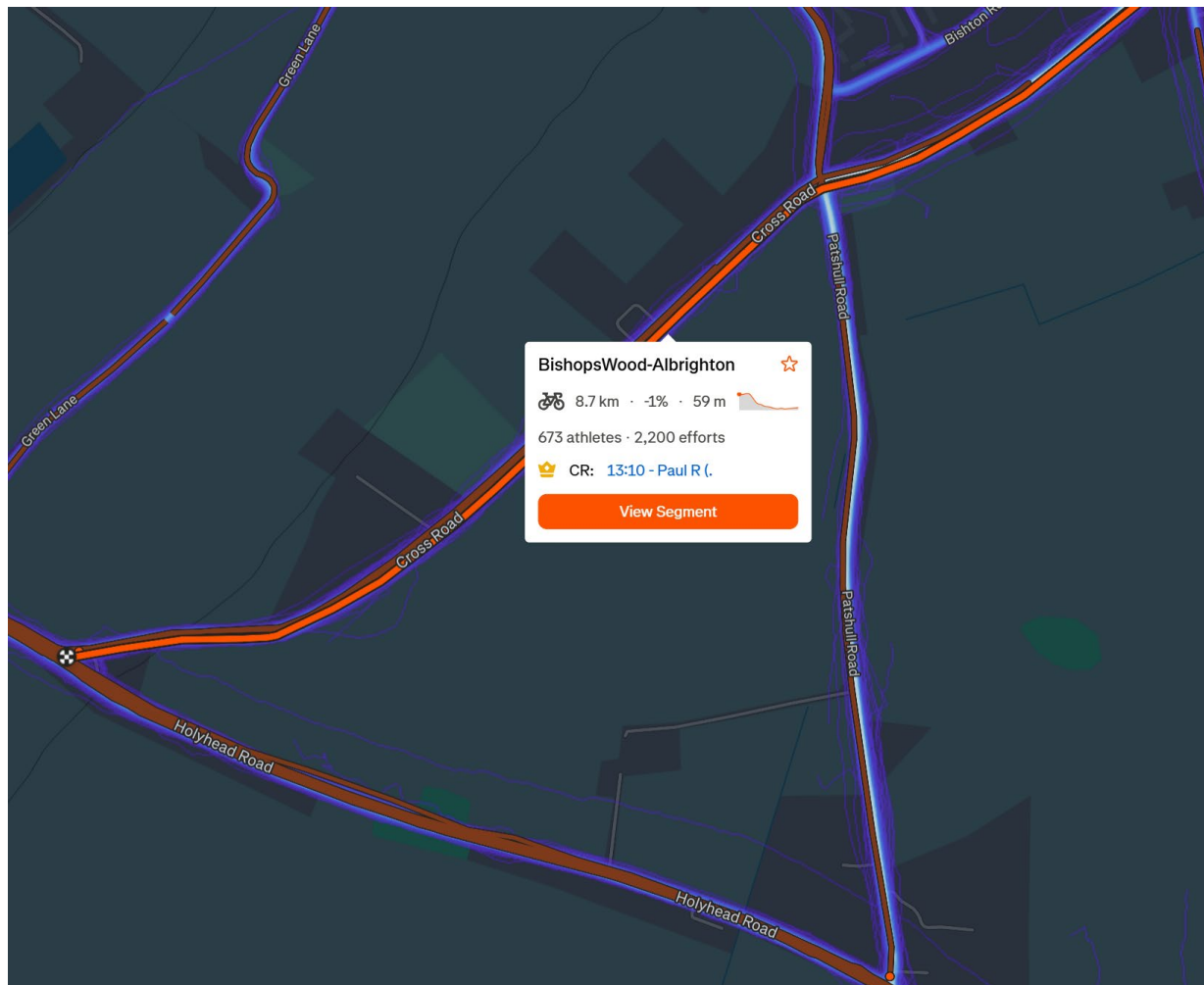
Voltron – 16 Annual Attempts. **880** all time attempts.



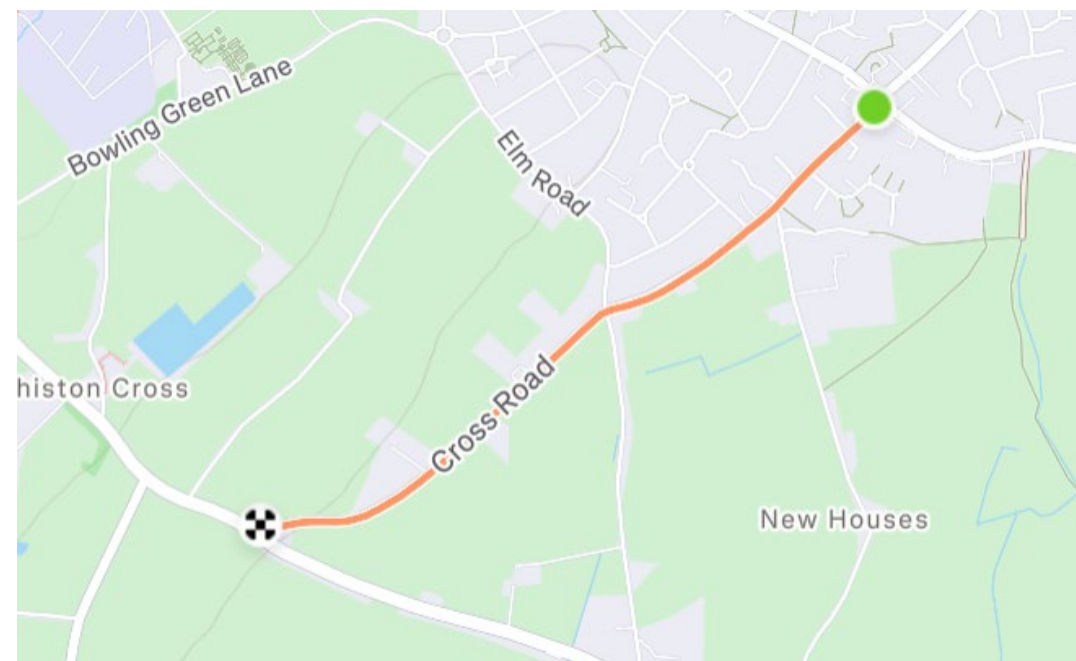
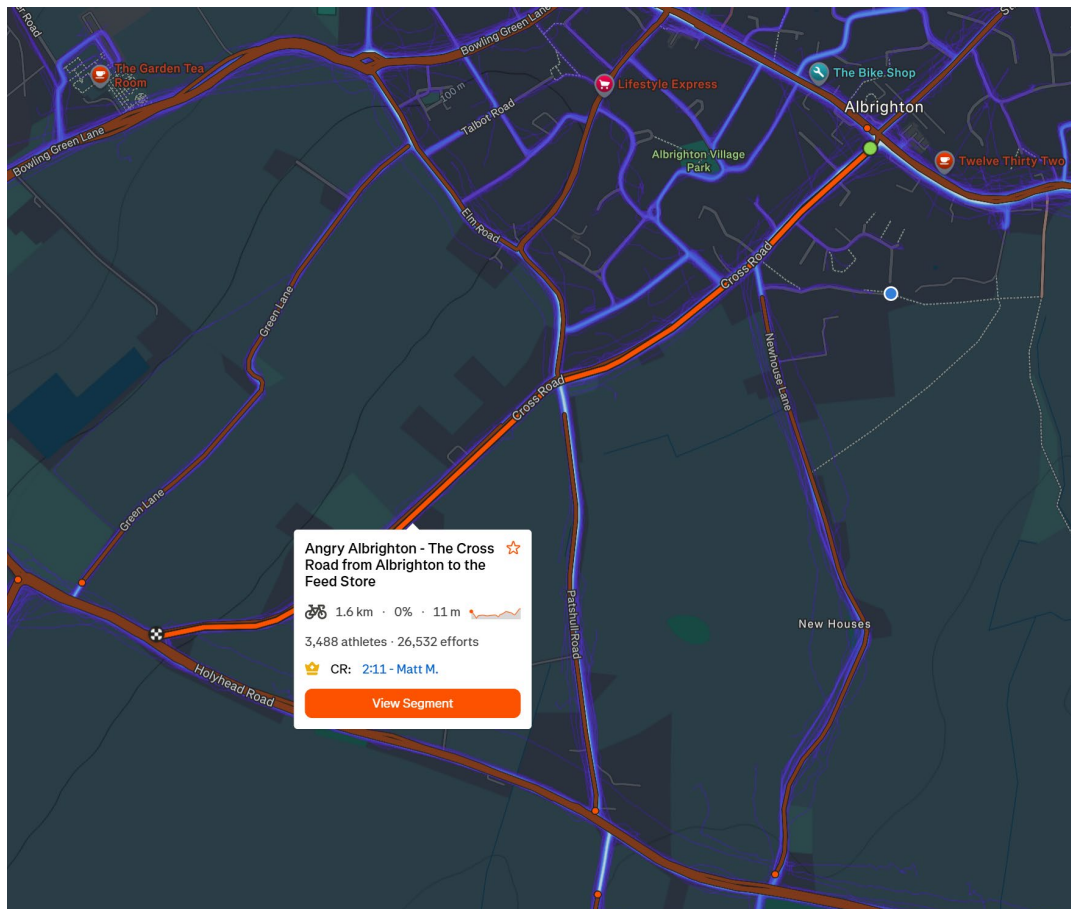
Albrighton Railway Station

Total – 377 Annual Attempts. **7507** all time attempts.

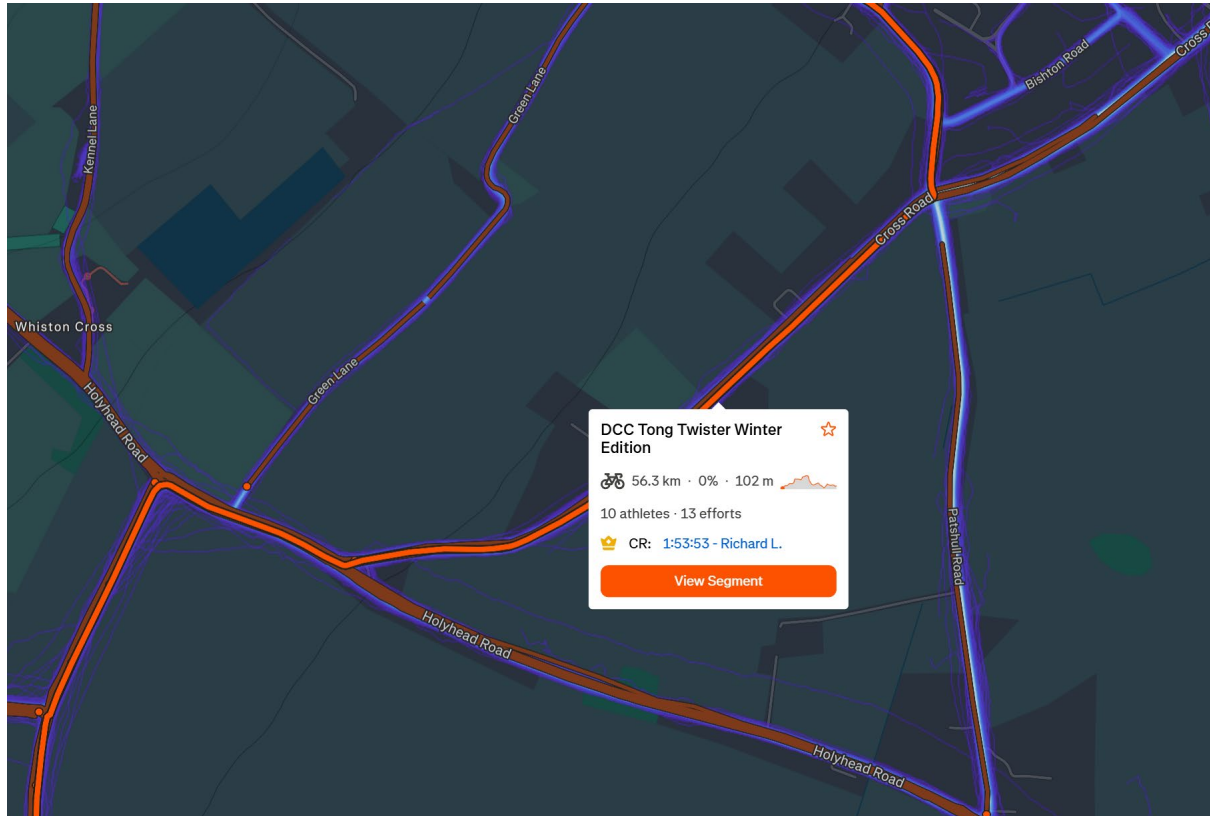
Bishops Wood - Albrighton – 40 Annual Attempts. 673 all time attempts.



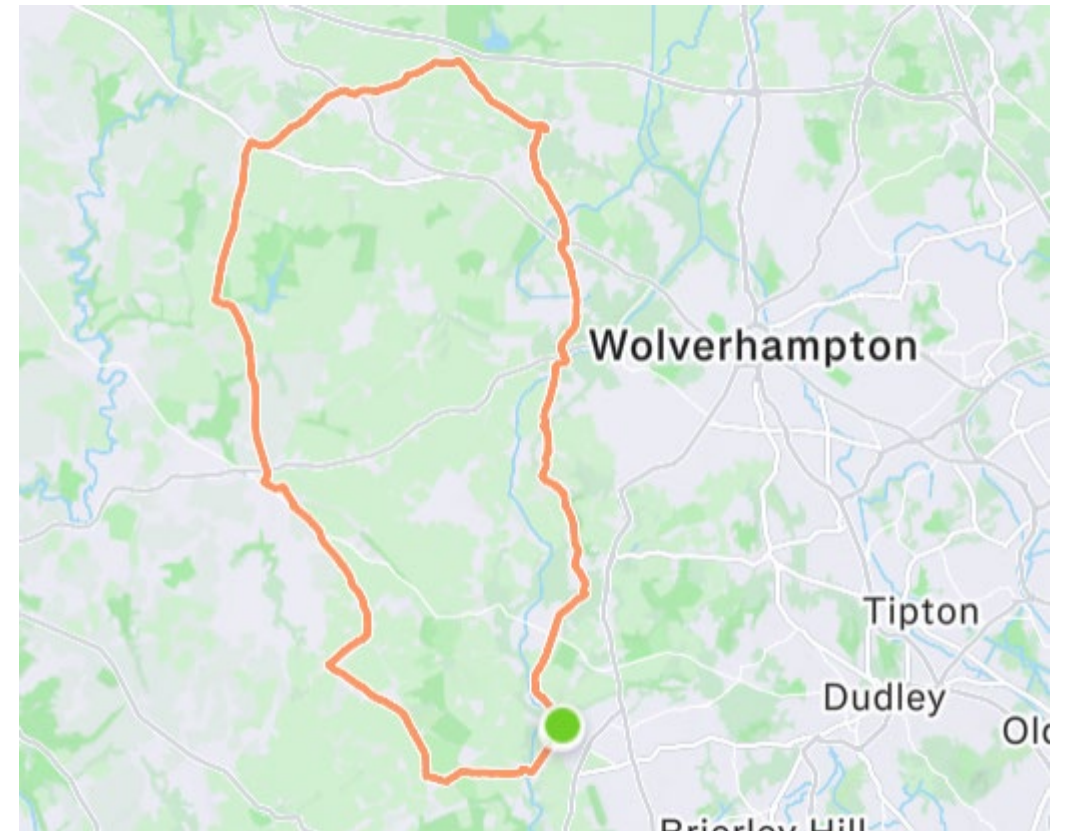
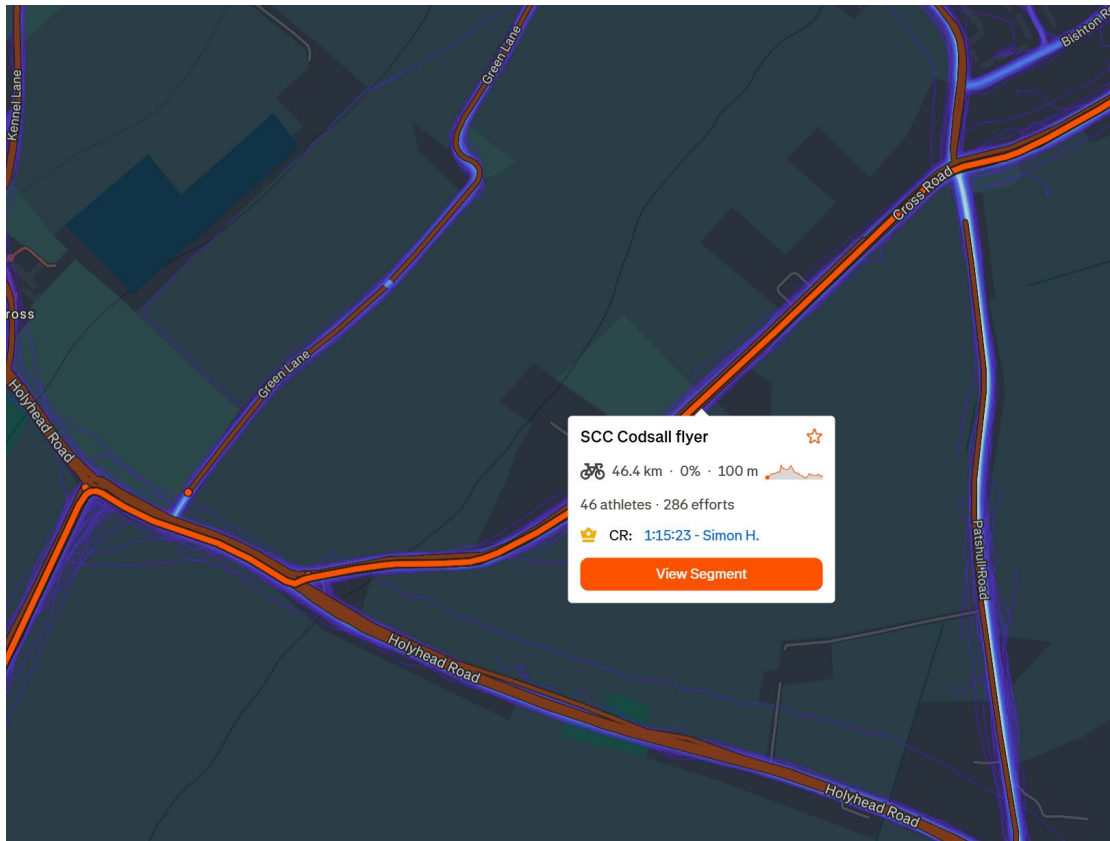
Angry Albrighton – 309 Annual Attempts. 3488 all time attempts.



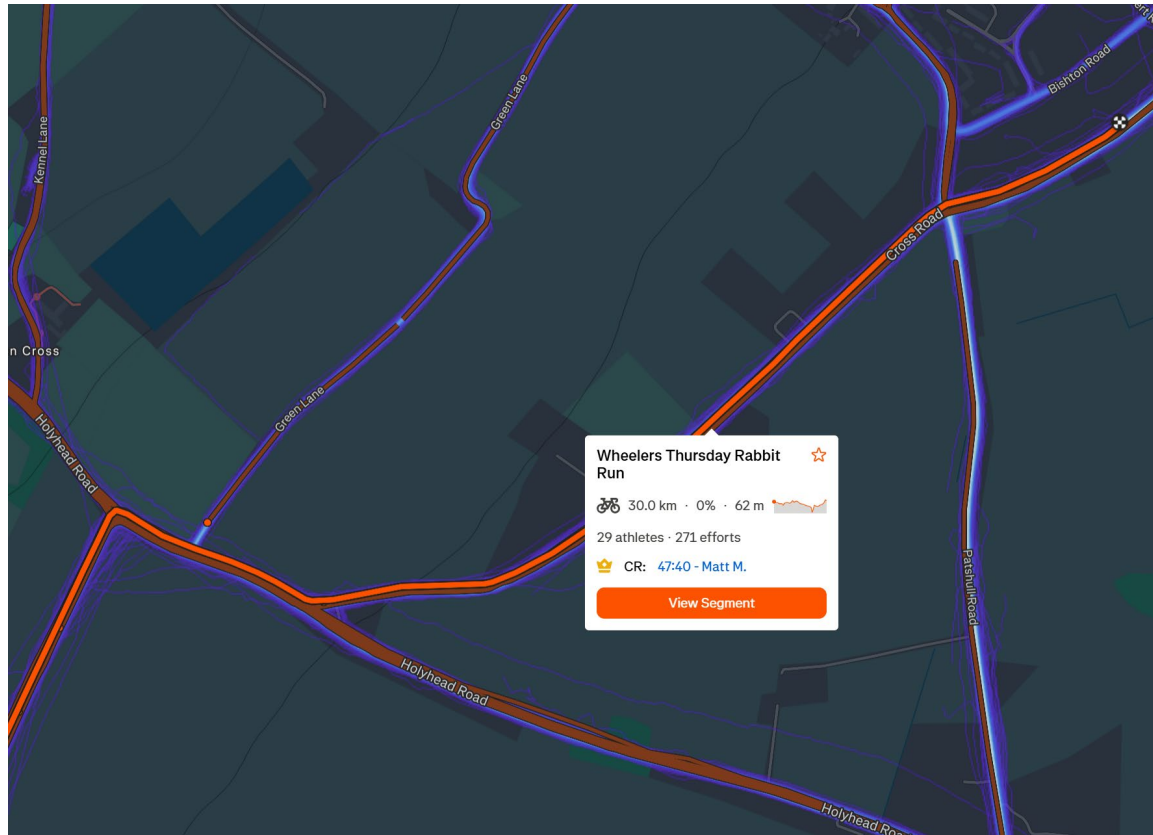
DCC Tong Twister Winter Edition – 10 Annual Attempts. 10 all time attempts.



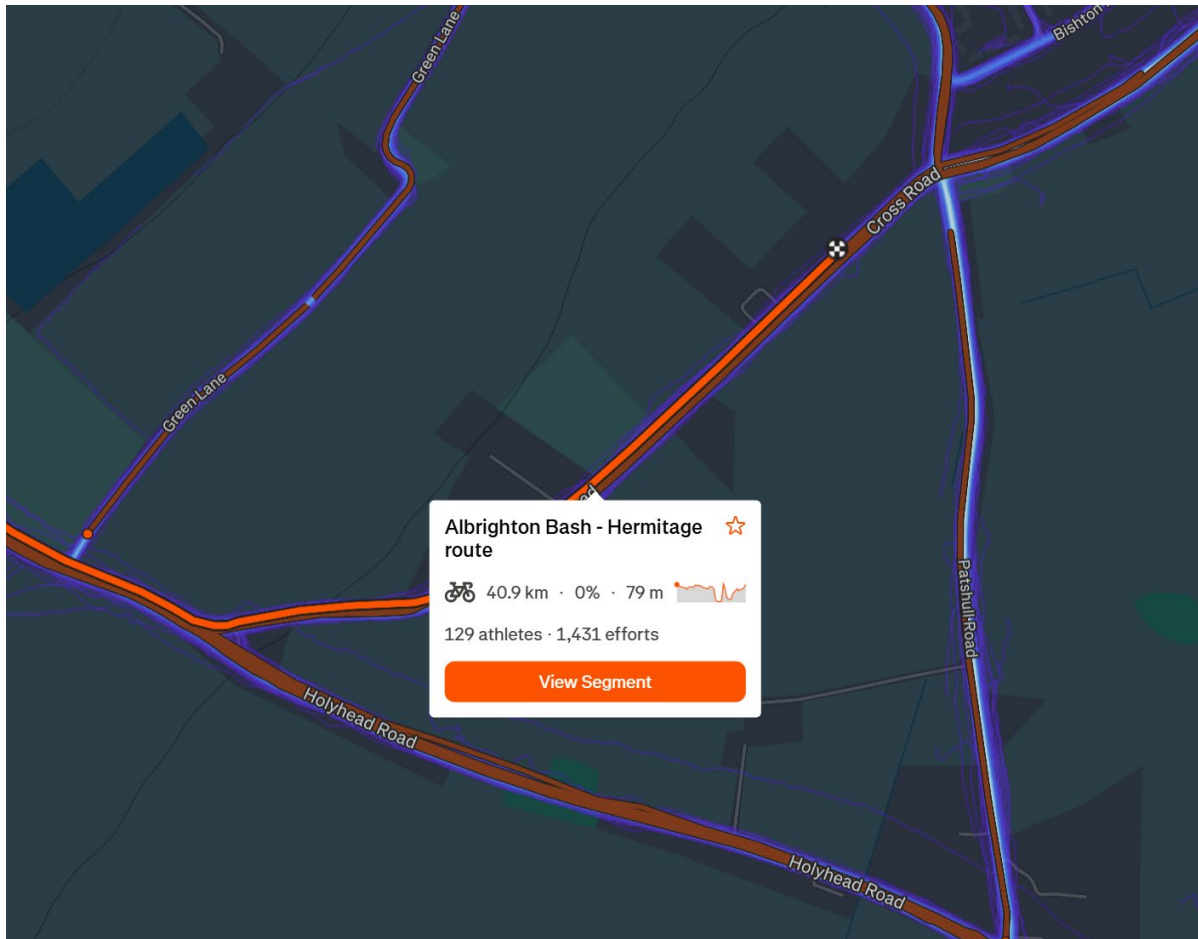
SCC Codsall Flyer – 22 Annual Attempts. **46** all time attempts



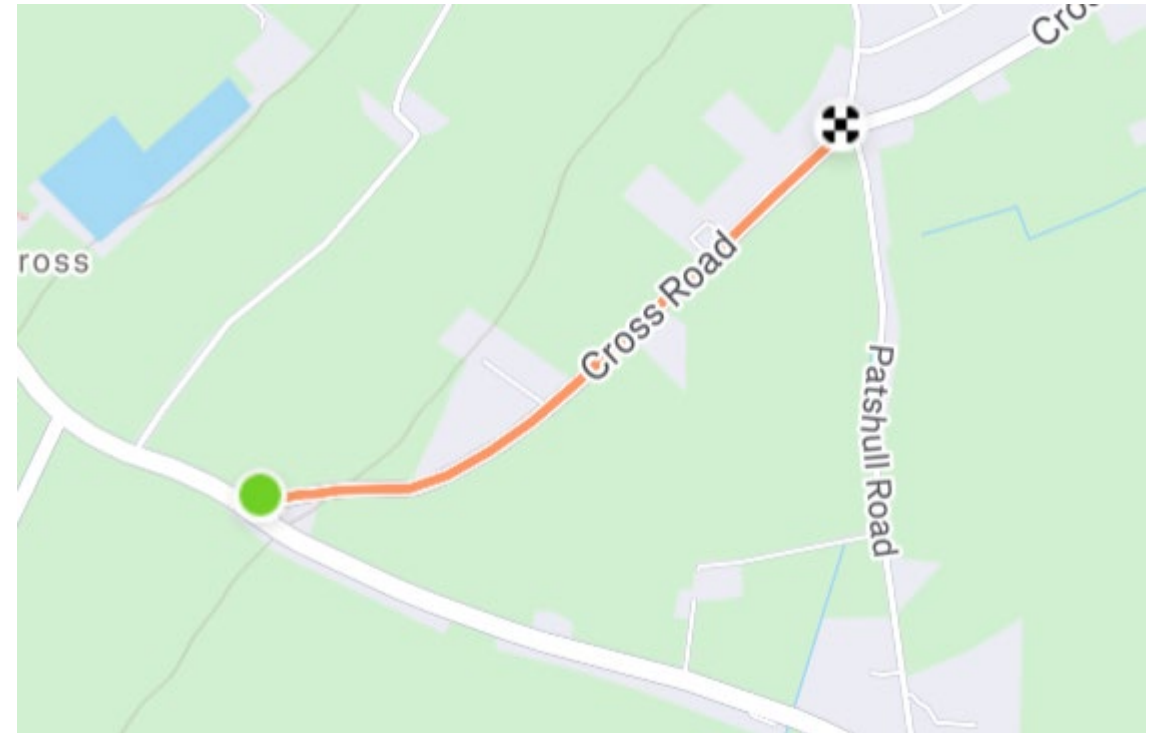
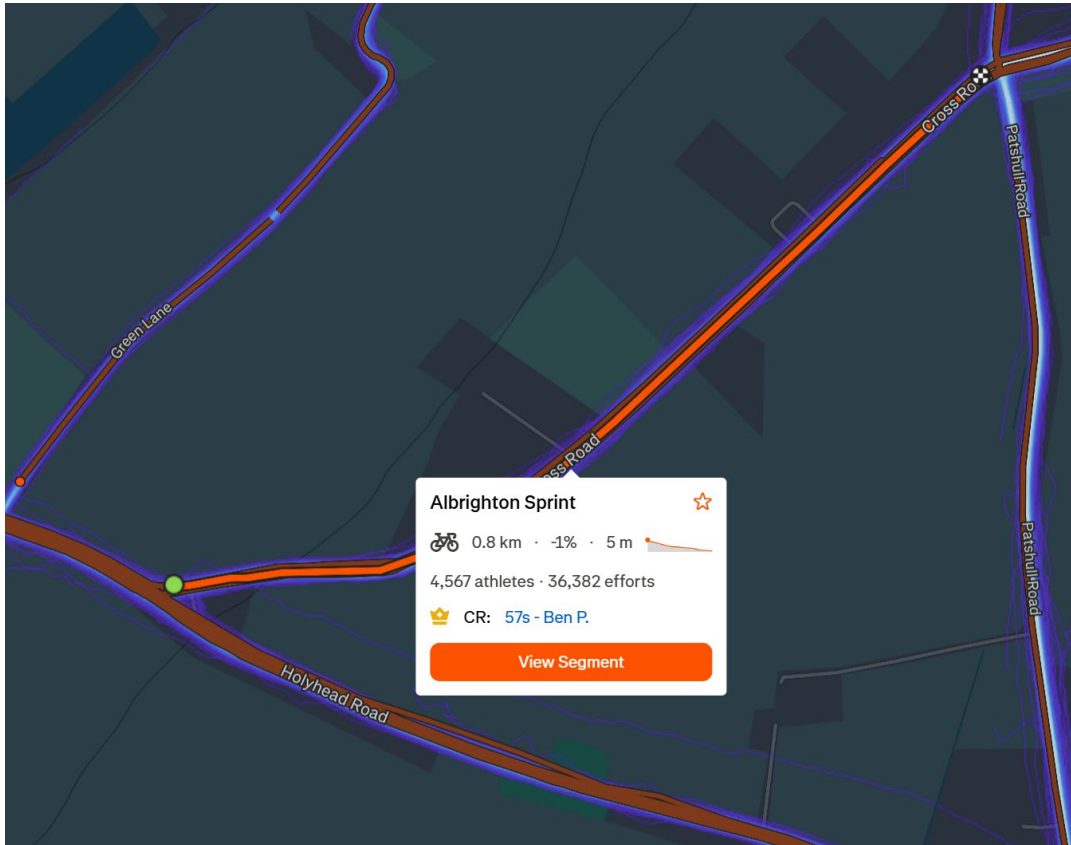
Whellers Thursday Rabbit Run – 4 Annual Attempts. **29** all time attempts.



Albrighton Bash – Hermitage Route – 0 Annual Attempts. 129 all time attempts.



Albrightton Sprint– 465 Annual Attempts. **4567** all time attempts.

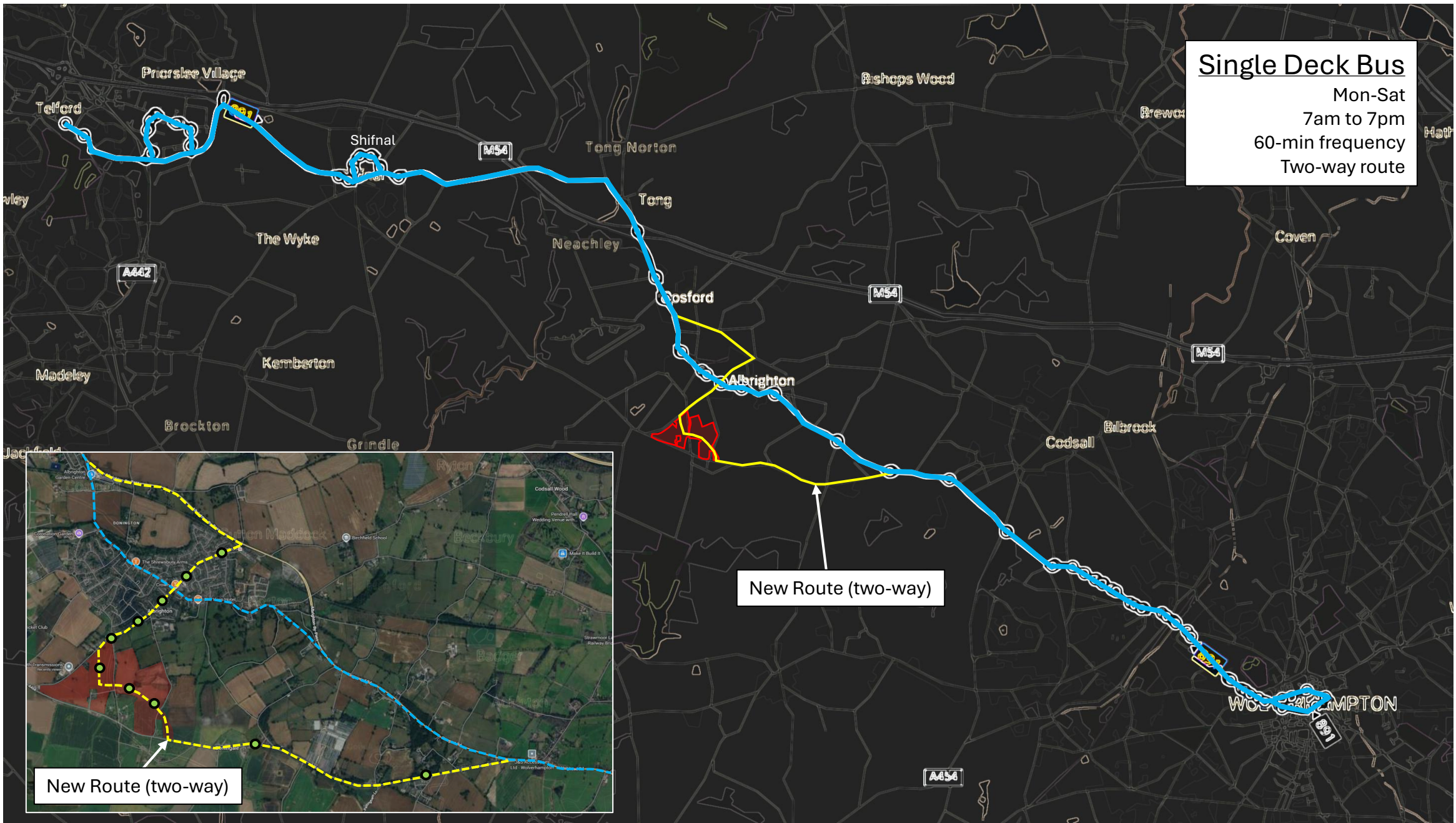


Cross Road

850 Annual Attempts. **8942** all time attempts.

Appendix AM.5

PROPOSED BUS ROUTING



20-Seater Shuttle Bus

Mon-Sat
7am to 7pm
30-min frequency
One-way Loop



Appendix AM.6

BUS COSTINGS

25th June 2026

FAO Kurt Hardy
Associate Transport Planner
Marrons
Cubo
38 Carver Street
Sheffield
S1 4FS

Dear Kurt,

Here are the costs to provide the local bus service options in Albrighton as discussed at our recent TEAMS meeting.

The price to provide the hourly Wolverhampton, Albrighton, Telford local bus service with conventional fuelled vehicles will be £372, 538 per annum minimum support requiring two easy access low floor PSVAIR buses.

To provide the 20-minute frequency shuttle bus service between the new development and Albrighton Railway Station with conventional type vehicles the cost will be: £188,113 per annum minimum support.

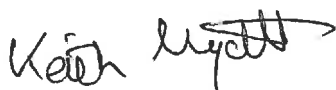
To provide the 20-minute frequency shuttle bus service between the new development and Albrighton Railway Station with EV type vehicles the cost will be: £308,113 per annum minimum support

The largest part of the price enhancement is that the length of day is too long for one vehicle to operate the service, so a second EV bus would be required to enable the first bus can return to depot for re-charging.

The prices quoted would all need to be reviewed closer to the time as it's likely that factors such as changes to fuel and wage costs would need to be taken into account.

We would of course be happy to discuss added value items such a 'taster' tickets for local residents to try the bus as a viable alternative to using the car along with 'Door Drop' mailers to the homes of the new development with incentives to try the bus.

Yours sincerely,



Keith Myatt
Head of Business Development
Centrebus Limited

FAO Kurt Hardy
Associate Transport Planner
Marrons
38 Carver Street, Sheffield, S1 4FS

Dear Kurt

Thank you for your request for proposal for a provision of bus service between Wolverhampton – Telford, connecting the new housing development in Albrighton to surrounding town centres.

We are proposing the following:

1. Extension to 891 service to operate hourly in sync with current provision by the local operator. For a Monday – Saturday operation between 7AM – 7PM, the quotes would be as follows:
 - a. £373,435.30 annually for standard single deck bus
 - b. £345,265.45 annually for a smaller 20 seater bus
2. For a provision of a shuttle bus service around Albrighton only, the cost would be £200,000.00 annually for a 20 seater bus.

Please let us know if any questions or further proposals arise.

Yours sincerely
Alec Ward
Head of Commercial
Diamond Bus Ltd





Appendix AM.7

HIGHWAYS RELATED APPEAL DECISIONS AND CASE STUDIES

Footnote	CD Ref	Date	Description
1	16.1	January 2023	Appeal made by Redcliffe Homes against South Gloucestershire Council (Appeal Ref APP/P0119/W/22/3303905). Within the Decision Notice, the Planning Inspector accepted the use of data from Strava as a form of evidence to demonstrate a high and consistent use of roads for cycling on.
2	16.2	May 2024	APP/Y3615/W/23/3320175 relates to an appeal decision of an outline application in Surrey for up to 1730 dwellings and associated uses. The appeal was allowed in May 2024. With particular reference to LTN 1/20, the Inspector noted that this document seeks to provide guidance on the design of new cycle schemes by local authorities whom in particular are seeking government funding. The Inspector noted: <i>"... the document seems to me to be directed towards urban environments should be used sensibly and treated as guidance rather than a mandatory set of rules. Its principles and standards should be applied in a reasonable and realistic way."</i>
3	16.3		Application reference S/0559/17/OL. As part of the planning requirement, there was a Section 106 contribution to provide shuttle bus links from the Waterbeach Barracks development to Cambridge Research Park, Waterbeach village, the existing Waterbeach train station and Cambridge city centre. The aim of this service was to support onwards rail journeys, as is the case with the subject of this appeal. The Waterbeach shuttle bus service was to run for the period until the railway station was relocated.

