

5. HIGHWAY & TRANSPORT ISSUES

The development is disconnected from the village centre, necessitating significant highways, traffic and travel alterations. It lacks sustainable transport options, leading to increased car dependency, traffic congestion, and pollution. A number of detrimental impacts on surrounding roads have not been considered in this application. Impacts on traffic and travel will be further exacerbated by existing narrow roads throughout the village and insufficient parking at the train station. (NPPF, Chapter 9, Paragraphs 102 and 103)

- a) **The location of the proposed site is fundamentally unsuitable.** This is one of the key reasons why it was not included in the Albrighton Neighbourhood Plan, 'Call for Sites' or the Shropshire Local Plan. This is for a number of reasons including traffic and access; but also, proximity to the High Street, distance from the M54 junction, wrong side of the village, access to civil engineering infrastructure.

As a result of this, to attempt to alleviate the issues caused by the location problem, the Applicant has focused a lot of attention to design a housing estate which "presumes to force resident's southwards". This would result in significant additional issues including existing historic roads being closed, reduction in highway capacity and diversity, traffic safety issues, loss of hedges etc.

- b) **Historic roads will be closed and new roads built.** The Applicants' proposal to close historic roads and construct new ones would significantly alter the village road network, leading to detrimental consequences such as traffic congestion, travel disruption, road safety issues and loss of historic travel routes to neighbouring villages and hamlets.
- c) **Impact on other roads.** The Applicants' proposals not only disregards the historical and environmental value of the existing roads but also fails to consider the impacts to critical routes such as Cross Road, Elm Road and Bowling Green Lane. The existing road network is well-established and already used as a shortcut to the M54 from surrounding villages such as Beckbury, Badger and Boningle. These existing road networks, which will be detrimentally impacted by the Applicant's proposals, are a major auxiliary route for businesses and farmers.

These roads would inevitably become the preferred routes for residents travelling to the M54, they all have key single lane bottlenecks, which could force residents/commuters along Church Road, Delaware Avenue and Talbot Road in an attempt to avoid the Elm Road/Bowling Green Lane roundabout.

- d) **Children's safety,** when walking to school and waiting for the school buses along these roads, would be at risk.
- e) **Green Lane.** The proposals could also lead to a buildup on Green Lane, as residents in surrounding villages also choose this as another 'cut through'. Green Lane is a historic single track one-way lane constantly used by residents for dog walking and recreation.
- f) **Cross Road.** The Applicants' proposals for Cross Road will significantly increase traffic volumes and reduce highway safety. The plan includes removing a recently installed roundabout at the Cross Road - Elm Road junction, which was implemented for safety reasons. The visibility splay at this junction that the Applicants' have included in their application plans is not viable or workable.

Additionally, the proposal involves replacing a pedestrian footpath, currently segregated from the road by an attractive verge, with a combined cycle and pedestrian route. We are also concerned about the noise impact on existing residents from the raised zebra crossing and worry that the existing issue of speeding on this already busy road will be greatly exacerbated by the increase in traffic.



Elm Road – significant issues with road width and pedestrian safety

- g) Impact on Elm Road and Bowling Green Lane.** The Applicants' proposals have not considered the impact of vehicles leaving north towards the M54 using Elm Rd and Bowling Green Lane. These roads have at least three sections which are only wide enough for one vehicle to pass at the same time (either due to lane width or permanent parked cars due to houses with no drives, forcing road parking) and do not have full pedestrian routes (see images above).

However, these lanes will clearly be used by overwhelming numbers of additional vehicles if the proposal is approved. This impacts the safety of road users and pedestrians.

The proposal shows a glaring lack of understanding and assessment of the resulting traffic issues.

- h) Exacerbation of issues.** Without proper consideration and significant upgrades to surrounding routes (which is not possible in the village), the traffic congestion and safety concerns will exacerbate, further proving that the proposed development is ill-conceived and unsustainable.
- i) Active (Green) Travel route.** The Applicants' "creation of an Active (Green) Travel route" is only necessary to offset the negative highway traffic impacts of the proposals. This is a mitigation measure to serve the additional houses and should not be considered a Very Special Circumstance.
- j) Misrepresentation of highway impact.** Given the above, the Applicants' statement that "the provision of highway improvements, including a new gateway spine road will improve vehicular access to Albrighton from Telford and Wolverhampton", is blinkered and misrepresentative of the true impact of highway measures.
- k) Staffordshire County Council** as a Highway Authority directly affected by these proposals have also recommended that the Applicants' application is REFUSED. This is on the grounds that the Applicant has not fully assessed the traffic impact on the A464 and A41. The Applicant has NOT provided a satisfactory Transport Assessment that fully assesses significant highway safety and residual cumulative impacts on the A464 and A41 road network.

ALBRIGHTON VILLAGE ACTION GROUP
OBJECTION TO 24/02108/OUT

Boningle Homes Albrighton South Planning Application



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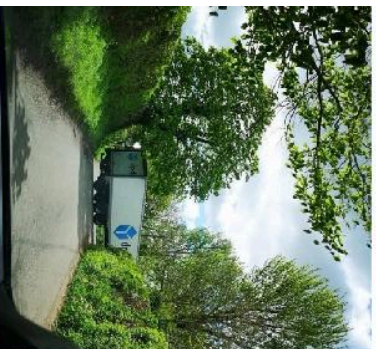
- 1) Existing traffic issues already in the village will be made worse. Refer to the photos below showing the commonplace issues in the village which will deteriorate significantly with the Applicants' proposals to close 3 existing roads and replace with one new road; and significantly reduce highway diversity required for maintenance etc.



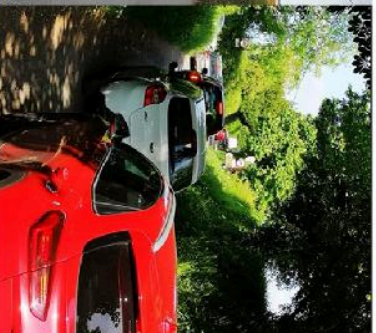
Newport Road / Bowling Green Lane Junction



Bowling Green Lane—towards Newport Rd junction (goes to single lane)



Bowling Green Lane—towards A464 Shifnal Rd

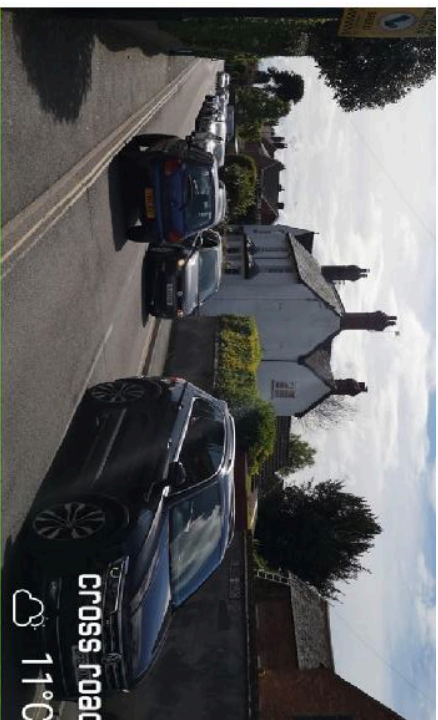


Bowling Green Lane

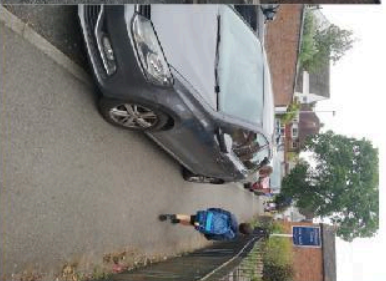
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Cross Road (by Zebra crossing for Primary School opposite Newhouse Lane)



Cross Road queue for High Street



Shaw Lane – effective single lane traffic flow by School & Medical Practice



Traffic build up on A41 starting approx. 1 mile out from Cosford lights (see cars in rear view mirror also).

Cosford traffic lights for Junction 3 already at/near capacity

m) Highway network traffic capacity and diversity will be significantly reduced by the proposals. This is as a result of an attempt by the Applicant to shoehorn what they consider to be an improved standard of road into their proposals while presenting the stopping up of 3 existing roads as an improvement in pedestrian provision.

n) Overall impact on highway capacity and diversity. The proposals have complete disregard to the overall impact that their plans would have on the highway capacity and diversity for the village as a whole; and will therefore make accessibility into the village intolerable. This underlines that the proposals are absolutely not sustainable.

o) Existing pedestrian routes closed. The Applicant has noticed that the existing country lanes which pass through the site do not have footpaths and are used by residents to walk down. This has been done by the community for decades if not centuries and is considered a benefit; not a road traffic risk. This is underlined by many who have responded to the planning application consultation.

The Applicants' design team therefore consider that the existing historic roads are not suitable for the significant additional numbers of vehicles which would use the roads due to their proposed development. This underlines that the proposals are in the wrong location.

p) Fundamentally flawed highway proposals. The Applicants' proposals for the highway network are fundamentally flawed and unsustainable. By attempting to introduce what they perceive as an improved road standard, they have overlooked the broader consequences on traffic capacity and diversity. The plan to close three existing roads, purportedly to enhance pedestrian options, is misleading and fails to acknowledge the detrimental effects on overall highway functionality for the village.

The Applicants' chosen site pushes residents of the new development to rely on driving, disregarding the strain this will place on the local infrastructure. The proposed changes are not only unsustainable but also fail to account for the negative impact on the village's highway network, leading to a significant decline in traffic capacity and diversity



- q) Cross Road and pedestrian safety significantly worsened by the proposals.** Due to the Applicants' proposals to close 3 existing alternative roads, all northbound traffic will pass the junction of Cross Road with Elm Road. The existing mini roundabout has relatively recently been installed to improve highway and pedestrian safety; however, the proposals remove this.

The existing segregated footpath and verge on Cross Road is proposed to be replaced by a combined footpath / cycleway (due to the significant additional traffic on the road); which will substantially reduce pedestrian / cycle safety on the footpath. Existing traffic speeding and parking issues have been ignored and will be made worse.

Everything points to the fact that the proposed site is totally unsuitable for development.



Types of vehicle traffic (cars, vans, lorries, HGV's, farm vehicles) that regularly use Cross Road (near A464 junction) to access the village or pass through

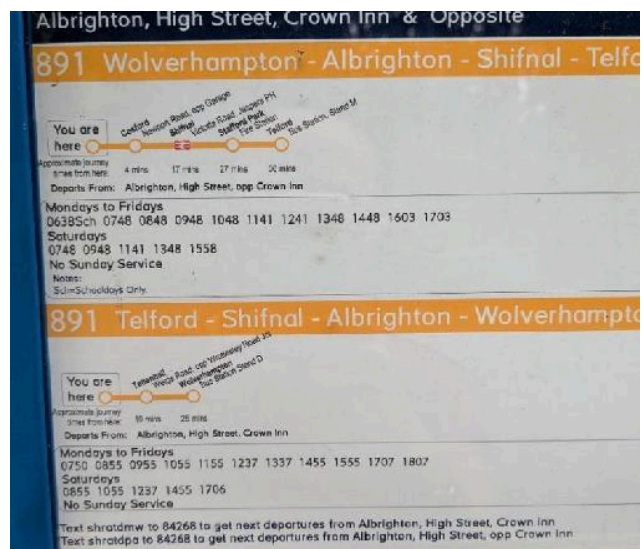
- r) Parking** in the village centre is an issue at the moment, even with the recent reintroduction of free parking on the Crown public house car park. It is also very well known by residents and the Applicant that Albrighton train station has insufficient parking already. As commented by many consultees, the Applicant had previously promised to increase parking at the station with the Millfields development; but this has not materialised.

This proposal will put significant additional and unsustainable pressures on parking in our village

- s) Railway capacity is already insufficient.** Despite Albrighton having a train station, timetable changes in June 2024 have reduced the service from Shrewsbury to Birmingham - "Journey times from Bilbrook, Codsall, Albrighton, Cosford and Oakengates will be longer, and departure times will also change from the previous timetable.

There will also no longer be a direct regular connection between Smethwick Galton Bridge and Bilbrook, Codsall, Albrighton, Cosford and Oakengates." [Timetable Change: Sunday 2nd June | West Midlands Railway](#) making the proposed development's reliance on public transport infrastructure less viable.

- t) Public transport and bus links are unsuitable** for such a significant increase. The Applicants' have inaccurately stated that the bus service runs every 10 minutes, when in reality, it operates only once an hour; less frequently on Saturdays and with no service on Sunday.





- u) **Design inconsistencies.** There are a number of elements on the highway drawings which do not make sense and have not been explained adequately. This appears clearly not thought out. If any revised drawings are produced then residents should be afforded the opportunity to review and comment as they know the village and traffic issues clearly far better than the Applicant and its advisors.
- **Misalignment Between Travel Plan and Drawings:** The road accesses described in the travel plan do not align with what is depicted on the drawings. This inconsistency indicates a lack of thorough planning and undermines the credibility of the proposed transport infrastructure.
 - **Absence of Pedestrian Access:** The NHLn plan fails to show any pedestrian access. This omission is a significant oversight, as it disregards the safety and convenience of residents who walk.
 - **No Access to School:** There is no shown access to the local school on Newhouse Lane. This lack of provision for safe and efficient routes to educational facilities is unacceptable and demonstrates poor planning.
 - **Missing Turning Circles for Buses:** The plan does not account for turning circles for buses and designated drop-off points. This omission indicates a failure to consider public transportation needs and the practicalities of accommodating bus services.
 - **Missing Swept Path Analysis:** The proposals lack a swept path analysis for vehicles accessing the small industrial unit on Cross Road. Without this analysis, it is unclear whether the proposed changes will allow for safe and efficient vehicle manoeuvring to and from the industrial unit, potentially leading to logistical issues and safety concerns.