Upton Lane, Shifnal

Site Appraisal – Transport
April 2020 Update

david tucker associates
transport planning consultants

Upton Lane, Shifnal

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30th April 2020
SJT/KM/21320-02_Site Appraisal Update

Prepared by:

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Prepared for:

Nurton Developments Ltd

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1.0 INTRODUCTION

1.1 This site appraisal has been prepared by David Tucker Associates (DTA) to assess the suitability of proposed residential development in transport and highways terms on land off Upton Lane, Shifnal, Shropshire. This report concludes the inclusion of the site as an allocation could bring forward several significant benefits in terms of highway and transport issues with the town, namely:

a) Significant improvements to and relocation of the poor junction at A464 / Upton Lane.

b) The potential for provision of a new link from the allocated employment sites to the A464 hence reducing the impact of that development on the town centre.

c) Opportunities to significantly enhance public transport accessibility to the east of the town including areas currently not well serves by buses.

1.2 The Shropshire Local Plan Review: Consultation on Preferred Sites (November 2018) recognises Shifnal as a key area for development for both housing and employment and is considered to be a key commuter location.

1.3 Shifnal has been identified as a suitable location within Shropshire to meet the housing and employment demands of the county. The site is not currently allocated for development in the plan. This Appraisal therefore sets out how the development of the site for housing can be brought forward in full accordance with Local and National Policy Objectives in respect of transport.

1.4 This appraisal builds on that prepared and submitted in August 2019 and in particular covers the traffic impact points raised in the response from Shropshire Council Highways. Their response is attached at **Appendix A**. In terms of modelling the response notes that

> "Shropshire Council therefore requires any landowner / developer to consider the likely impacts of their proposed development from a highways perspective. This consideration must also consider the cumulative impact of all the currently committed development and the preferred options in the Local Plan Review and including the SAMDev Plan to 2026. The certainty that would be required should be provided by Transport modelling the likely impacts of the proposed developments.

The previous Modelling exercise should therefore be repeated to take account of the new committed sites in Shifnal and the land parcels proposed in the Local Plan Review to be allocated. Where land is proposed to be safeguarded for development in Shifnal beyond 2036 then the Modelling outputs should also address this further time period.

Whilst the Council's transport consultant will undertake further surveys in due course, these are not currently available. Those landowner / developer proposing land for development in Shifnal are therefore recommended to undertake their own vehicle counts by street but they may be able to access the Shropshire Council Paramics model in order to ensure consistency and comparability with previous Modelling exercises and their forecast outputs."

2.0 TRAFFIC MODELLING UPDATE

2.1 Noting that the traffic counts from the existing Paramics model are now some 8 years old, Nurton have commissioned a full suite of ATCs for the same road network as shown on **Appendix B**.

2.2 Although a week's worth of data was collected, the later part was affected by Government enforced "shutdown" relating to the Covid 19 crisis. Data has therefore been summarised below for the average weekday period for the first three day of weekday data only. These are summarised below.

2.3 Nurton remain willing to undertake modelling with the Paramics model but this has not yet been made available. An initial assessment of traffic impact has therefore been undertaken based on census distribution of the development. Traffic has been assigned to the network based on the census distribution as follows:

2.4 The forecast traffic generation has been distributed using Census Journey to Work data (2011) for the Shropshire 025 Middle Super Output Area (MSOA). A breakdown of the distribution trips from this ward to employment destinations is summarised in **Table 1**.

Table 1 - Summary of the workplace destinations from Shropshire 025 MSOA

Destination	Proportion %
Telford and Wrekin	43%
Shropshire (Shropshire 025)	29% (10%)
Wolverhampton	8%
Walsall	3%
South Staffordshire	2%
Birmingham	2%
Sandwell	2%
Dudley	2%
Stafford	1%
Wyre Forest	1%
Other	8%

2.5 Based on the census data and using the most direct route to employment destinations, it shows that around 6% of people work within Shropshire 025 containing Shifnal, 43% in Telford and Wrekin, 8% will travel to Wolverhampton, 3% to Walsall, with the remaining trips being distributed to the other main settlements

beyond those above.

2.6 In terms of assignment of trips, those to the wider Shropshire area and Wolverhampton / Birmingham will route south along the A464, or north east towards J3. The Assignment is attached at **Appendix C**. Over 40% of traffic will not route through Shifnal. There will however be a proportion of traffic which will route west from the site access onto the Wolverhampton Road to access the settlement centre or junction 4 of the M54 motorway to access locations further afield.

2.7 Traffic generation is based on the TRICS assessment prepared as part of the 2019 appraisal thus:

Table 2 - TRICS vehicle trip rates and traffic generation

Time Range	Vehicle Trip Rates			Vehicle Traffic Generation		
	In	Out	Totals	In	Out	Totals
08:00-09:00	0.124	0.37	0.494	88	261	349
17:00-18:00	0.338	0.148	0.486	239	104	343
07:00-19:00	2.162	2.212	4.374	1562	1562	3088

2.8 The resulting change in flows on key routes through the town are shown at **Appendix C**. It can be seen that the proportional changes are low.

2.9 Furthermore the provision of a high quality link road from the A464 to Stanton Road will provide some relief to Park Street and the town centre in particular.

3.0 Access Strategy

3.1 Introduction

3.1.1 The road hierarchy within the site is shown on Node drawing NUR0444-05. This includes for a new all-purpose link to the north via the railway bridge to the Employment Allocation SHF018 A & B.

3.1.2 Network Rail have confirmed there are no capacity constraints on the bridge for typical highway traffic (i.e 44 tonnes) – See **Appendix D**. Works will be required to the bridge in the form of signal controlled shuttle working to accommodate two way flows of traffic and provide some improved space for cycle / pedestrian users (**Appendix E**).

3.2 Impact of New Link Road

3.2.1 Collectively the two employment allocations (018A and 018B) provide for around 15Ha of Employment Land immediately to the north of the site and the allocation text notes that:

> "The sites should be serviced from the A41 / M54 Junction 3 link along Stanton Road and should not direct commercial traffic into the town particularly along Aston Road and into the town centre junction. The two sites require a highway access and improvements to Stanton Road and improvements to Upton Lane running between the two sites. "

3.2.2 The proposed access strategy compliments this and allows for a new route for traffic to the south direct to the A464 Wolverhampton Road. This will have two benefits; in that it will allow a shorter and more appropriate route to Wolverhampton for commercial traffic avoiding the town centre and will provide a further high quality route for existing residential traffic to and from the northern side of Shifnal to Wolverhampton.

3.2.3 A development of around 60,000 sqm could be accommodated on 15Ha of employment land. Based on typical trip rates of around 0.6 trips / 100 sqm in the peak hours would generate in the order of 350 – 400 trips. Of these around 18% would have a destination south on the A464 hence reducing demand through the

town centre for employment trips of around 60 – 70 trips which will have significant benefit. Clearly these benefits will not arise if the Upton Lane site is not allocated.

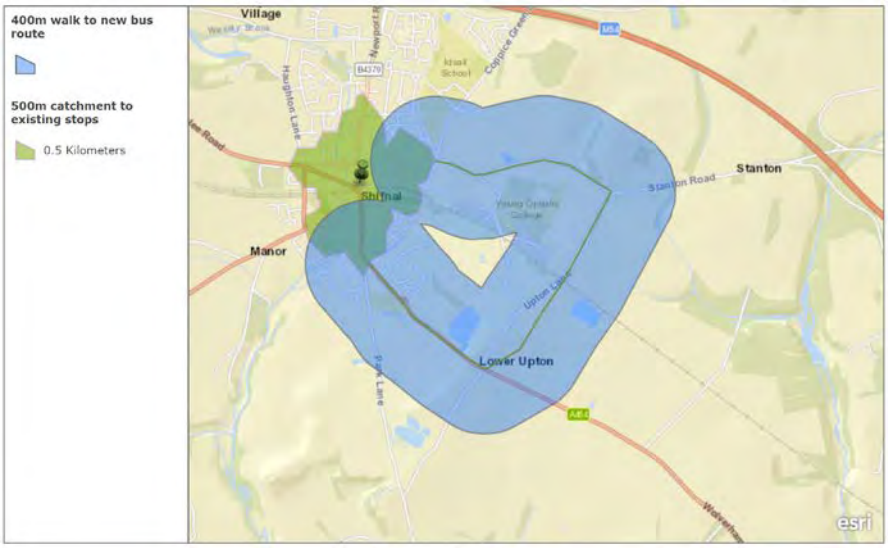
3.2.4 Likewise if only 10% of traffic routing along Park Street took the new improved route that would equate to a similar saving through the town centre. That combined reduction of over 100 trips would more than offset any increase from the development itself.

3.2.5 This is in marked contrast to potential development south west of the town which cannot provide a complete through route / bypass and therefore will not derive any benefit to the town.

3.3 Non Car Access

3.3.1 As shown on the wider Node Plan (**Appendix F**), there is considerable scope for improving access through the adjacent housing sites to improve connectivity. At present none of those sites (or indeed any of the housing on Park Street and the safeguarded housing land) are within immediate walk distance of a bus stop.

3.3.2 As shown at **Appendix G**, the scheme allows for the provision of an extended Service 14 to route around the east side of Shifnal which will significantly enhance accessibility for over 1,000 existing residents plus new housing allocations and the employment land. This should further help reduce car demand in the town.



4.0 Highway Network Improvements in Shifnal

4.1 The Council note that contributions will be required through Section 106 or similar to deliver highway improvements works in the town centre and this is acceptable in principle.

Appendix A

Shropshire Council Comments

Shifnal Highway Improvements and Shropshire 'Paramics' Transport Modelling

Vehicle Counts by Street 2013 and 2015 (WSP Data-Set for Shropshire Council)

As part of the evidence for the SAMDev Plan from 2006 to 2026, Shropshire Council undertook a Modelling exercise of the highway network in Shifnal using their Paramics Model. The outputs of this Model were used to establish the likely effects of all the committed and allocated developments on the highway network in the town.

The Modelling exercise used vehicles counts undertaken in 2013 in all the streets that would be affected by the committed and allocated developments in the SAMDev Plan. These vehicle counts were used by Shropshire Council's contractor Mouchel (now replaced by WSP) to inform the Council's Paramics Model. These vehicles counts were repeated in 2015 to update the Modelling exercise when two additional street locations were included in the vehicle counting survey.

The locations of these vehicle counts are listed in the tables below which identify the street locations. The tables identify the codes for the vehicle count datasets now held by WSP who are the Council's current contractor. The codes for the two additional datasets compiled in 2015 are not known but these two data-sets are available on request with the other data-sets from 2013.

These datasets are available on request at a cost of £155.00 per site.

Vehicle Counts undertaken in 2013 (repeated in 2015)

	Location	2013 Mouchel count code
1	Newport Road	MET2320
2	Haughton Rd (East of junction with Haughton Ln)	MET2321
3	Haughton Lane	MET2298
4	Priorslee Road A464 (west of Five Ways island)	MET2324
5	Innage Road	MET2328
6	Shrewsbury Road	MET2325
7	Victoria Road	MET2327
8	Church Street	MET2329
9	Park Street	MET2330
10	Aston Street	MET2326
11	Curriers Lane	MET2323
14	Broadway*	

*Although not part of the brief data was also collected at this site.

Additional Vehicle Counts undertaken in 2015

Location	Details
12	Haughton Road (West of junction with Haughton Lane)
13	Bradford Street

Future Modelling of Shifnal Highway Network

These previous datasets and Modelling outputs describe the predicted outcomes from a baseline position established several years ago between 2013 and 2015.

Shropshire Council therefore requires any landowner / developer to consider the likely impacts of their proposed development from a highways perspective. This consideration must also consider the cumulative impact of all the currently committed development and the preferred options in the Local Plan Review and including the SAMDev Plan to 2026. The certainty that would be required should be provided by Transport modelling the likely impacts of the proposed developments.

The previous Modelling exercise should therefore be repeated to take account of the new committed sites in Shifnal and the land parcels proposed in the Local Plan Review to be allocated. Where land is proposed to be safeguarded for development in Shifnal beyond 2036 then the Modelling outputs should also address this further time period.

Whilst the Council's transport consultant will undertake further surveys in due course, these are not currently available. Those landowner / developer proposing land for development in Shifnal are therefore recommended to undertake their own vehicle counts by street but they may be able to access the Shropshire Council Paramics model in order to ensure consistency and comparability with previous Modelling exercises and their forecast outputs.

Highway Network Improvements in Shifnal

The Promotional Document prepared by SLR Consulting for the Nurton Developments proposals to the east of Shifnal considers some of the highway improvements proposed in the town. This comprises the highway improvements at Bradford Street in the town centre that were set out in the consultation undertaken in 2015. These improvements have still to be implemented and Shropshire Council is working with local representatives to agree the details of these improvement works.

Proposals presented in 2014 included improvements to the Five Way junctions on the western edge of Shifnal. These improvements proposed to signalise the traffic flows through this strategic junction on the highway network in the town. These proposals were not supported by the Local community and Shropshire Council is now concentrating on the Town Centre improvements at Bradford Street. When the town centre improvements are agreed, discussions about improving the highway network will focus on the Five ways junctions. The Town Centre works are taking longer to agree but are expected to commence next year in 2020.

In view of the above, we do not have yet have proposals for the Five Ways roundabout junction. Nevertheless, a proportion of any Section 106 Highway contributions, currently received or proposed to be committed or that will be requested should contribute towards improving the Five Ways junction. These improvements only take account of the current plan period and further consideration must be taken of developments proposed in the Local Plan Review.

We are also looking to deliver additional works along Curriers Lane, adjacent to the Primary School and improvements to key walking routes identified within the Neighbourhood Plan. These additional works are detailed in the consultation information published in 2015.

Appendix B

Traffic Survey Summary

Weekday Averages (Tue 17/03 to Friday 20/03)										
		AM			PM			12 Hours		
Site	Location	N/B - E/ B	SB/ W/B	Total	N/B - E/ B	SB/ W/B	Total	N/B - E/ B	SB/ W/B	Total
1	Newport Road	232	304	536	200	233	432	2094	2347	4441
2	Haughton Road (E junction w/ Haughton Lane)	115	163	278	147	94	242	1170	1135	2305
3	Haughton Road	75	186	261	166	81	247	1067	1103	2169
4	Priorslee Road (W of Five Ways island)	420	528	948	477	296	773	4242	4156	8398
5	Innage Road	476	205	681	451	170	620	4218	1910	6128
6	Shrewsbury Road	223	191	414	218	134	352	2075	1579	3654
7	Victoria Road	520	326	845	489	185	674	4579	2725	7304
8	Church Street		297	297		269	269		2498	2498
9	Park Street	461	278	739	310	382	692	3611	3400	7011
10	Aston Street	332	214	546	211	173	384	2051	1941	3992
11	Curriers Lane	160	160	320	83	115	198	961	1014	1975
12	Haughton Road (W junction w/ Haughton Lane)	82	185	267	167	81	248	1077	1107	2185
13	Bradford Street	127	313	440	148	273	421	1580	3051	4631
14	Broadway	297	431	727	332	332	665	3200	3200	6399

Appendix C

Trip Distribution and Assignment

Distribution		Telford and Wrekin	Shifnal	Shropshire (ex Tel and Shif)	Wolver-hampton	Walsall	South Staffordshire	Birmingham	Sandwell	Dudley	Stafford	Wyre Forest	Other	Total
	Name	43.4%	10.1%	18.5%	8.0%	2.6%	2.4%	2.4%	1.6%	1.6%	1.3%	0.5%	7.7%	100.0%
East 1	A464				8.0%		2.4%		1.6%	1.6%		0.5%	3.9%	17.9%
East 2	Stanton Lane (over Bridge)		5.0%	9.3%		2.6%		2.4%			1.3%		3.9%	24.4%
1				4.6%										4.6%
2														0.0%
3														0.0%
4		21.7%		4.6%										26.3%
5														0.0%
6														0.0%
7		21.7%	2.5%	4.6%										28.9%
8		21.7%		4.6%										26.3%
9		43.4%	5.0%	9.3%										57.7%
10			2.5%											2.5%
11			2.5%	4.6%										7.1%
12														0.0%
13			2.5%											2.5%
14														0.0%

Assignment		AM			PM			12 Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
		87	259	346	237	104	340	1513	1548	3062
Total to East / Avoiding Shifnal		37	110	146	100	44	144	640	655	1295
1		4	12	16	11	5	16	70	72	142
2		0	0	0	0	0	0	0	0	0
3		0	0	0	0	0	0	0	0	0
4		23	68	91	62	27	90	399	408	806
5		23	0	23	62	0	62	399	0	399
6		0	0	0	0	0	0	0	0	0
7		48	75	123	131	30	160	835	447	1282
8		0	68	68	0	27	27	0	408	408
9		50	149	200	137	60	196	873	894	1767
10		2	7	9	6	3	9	38	39	77
11		6	19	25	17	7	24	108	111	219
12		0	0	0	0	0	0	0	0	0
13		2	7	9	6	3	9	38	39	77
14		0	0	0	0	0	0	0	0	0

Development Traffic

		AM			PM			12 Hours		
Site	Location	N/B - E/ B	SB/ W/B	Total	N/B - E/ B	SB/ W/B	Total	N/B - E/ B	SB/ W/B	Total
Total to East/ Avoiding Shifnal		37	110	146	100	44	144	640	655	1295
1	Newport Road	12	4	16	5	11	16	72	70	142
2	Haughton Road (E junction w/ Haughton Lane)	0	0	0	0	0	0	0	0	0
3	Haughton Road	0	0	0	0	0	0	0	0	0
4	Priorslee Road (W of Five Ways island)	23	68	91	62	27	90	399	408	806
5	Innage Road	0	23	23	0	62	62	0	399	399
6	Shrewsbury Road	0	0	0	0	0	0	0	0	0
7	Victoria Road	48	75	123	131	30	160	835	447	1282
8	Church Street		68	68		27	27		408	408
9	Park Street	149	50	200	60	137	196	894	873	1767
10	Aston Street	7	2	9	3	6	9	39	38	77
11	Curriers Lane	19	6	25	7	17	24	111	108	219
12	Haughton Road (W junction w/ Haughton Lane)	0	0	0	0	0	0	0	0	0
13	Bradford Street	7	2	9	3	6	9	39	38	77
14	Broadway	0	0	0	0	0	0	0	0	0

Base + Development

		AM			PM			12 Hours		
Site	Location	N/B - E/ B	SB/ W/B	Total	N/B - E/ B	SB/ W/B	Total	N/B - E/ B	SB/ W/B	Total
1	Newport Road	244	308	552	205	243	448	2166	2417	4583
2	Haughton Road (E junction w/ Haughton Lane)	115	163	278	147	94	242	1170	1135	2305
3	Haughton Road	75	186	261	166	81	247	1067	1103	2169
4	Priorslee Road (W of Five Ways island)	443	596	1039	539	323	863	4641	4564	9204
5	Innage Road	476	228	704	451	232	682	4218	2308	6526
6	Shrewsbury Road	223	191	414	218	134	352	2075	1579	3654
7	Victoria Road	567	400	968	619	215	834	5414	3172	8586
8	Church Street		365	365		296	296		2906	2906
9	Park Street	611	328	938	369	519	888	4504	4274	8778
10	Aston Street	339	216	555	214	178	392	2090	1979	4069
11	Curriers Lane	178	166	344	90	131	222	1072	1122	2194
12	Haughton Road (W junction w/ Haughton Lane)	82	185	267	167	81	248	1077	1107	2185
13	Bradford Street	134	315	449	150	279	429	1619	3089	4708
14	Broadway	297	431	727	332	332	665	3200	3200	6399

Percentage of Development Traffic

		AM			PM			12 Hours		
Site	Location	N/B - E/ B	SB/ W/B	Total	N/B - E/ B	SB/ W/B	Total	N/B - E/ B	SB/ W/B	Total
1	Newport Road	5%	1%	3%	2%	4%	4%	3%	3%	3%
2	Haughton Road (E junction w/ Haughton Lane)	0%	0%	0%	0%	0%	0%	0%	0%	0%
3	Haughton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%
4	Priorslee Road (W of Five Ways island)	5%	11%	9%	12%	8%	10%	9%	9%	9%
5	Innage Road	0%	10%	3%	0%	27%	9%	0%	17%	6%
6	Shrewsbury Road	0%	0%	0%	0%	0%	0%	0%	0%	0%
7	Victoria Road	8%	19%	13%	21%	14%	19%	15%	14%	15%
8	Church Street		19%	19%		9%	9%		14%	14%
9	Park Street	24%	15%	21%	16%	26%	22%	20%	20%	20%
10	Aston Street	2%	1%	2%	1%	3%	2%	2%	2%	2%
11	Curriers Lane	10%	4%	7%	8%	13%	11%	10%	10%	10%
12	Haughton Road (W junction w/ Haughton Lane)	0%	0%	0%	0%	0%	0%	0%	0%	0%
13	Bradford Street	5%	1%	2%	2%	2%	2%	2%	1%	2%
14	Broadway	0%	0%	0%	0%	0%	0%	0%	0%	0%

Appendix D

Trip Impacts

From: Maniraj Sunil on behalf of Abnormal Loads Enquiries
To: Simon Tucker
Subject: RE: Upton Lane, Shropshire : Capacity Data
Date: 28 August 2019 07:43:27
Attachments: image002.png
image003.png
image004.png

Hi Simon

We do not have weight restrictions as such, as we only deal with Abnormal Loads. We have an indicative capacity of 44 tonnes for this structure.

Therefore I can confirm we have no objections to your proposed movement. Please note, we regularly inspect and assess our bridges and occasionally we have to revise the permitted load carrying capacity, as such I suggest that you contact us again closer to the movement to ensure that our bridges are still adequate. Once the movement dates are set, you will still need to submit an abnormal load notification for the move.

Many Thanks

Sunil Maniraj
Abnormal Loads Clerk
Abnormal Loads Help Desk: 01908 783 140

NetworkRail
Route Services

Abnormal Loads | National Records Group | Route Services
The Quadrant | Elder Gate | Milton Keynes | MK9 1EN
W http://www.networkrail.co.uk/abnormal-indivisible-road-loads/

everyone home safe every day

From: Simon Tucker <sjt@dtatransportation.co.uk>
Sent: 27 August 2019 16:16
To: Abnormal Loads Enquiries <AbnormalLoadsEnquiries@networkrail.co.uk>
Subject: RE: Upton Lane, Shropshire : Capacity Data

Thank you Sunil,

Does the bridge have any weight restrictions on it? There are none signposted. We want to check for normal highway loading (44 tonne vehicle) please?

Kind regards

Simon Tucker
David Tucker Associates
Transport Planning Consultants

Forester House, Doctors Lane, Henley in Arden, Warwickshire B95 5AW
Tel: +44(0)1564 793598
Fax: +44(0)1564 793983

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From: Maniraj Sunil [mailto:Sunil.Maniraj@networkrail.co.uk] **On Behalf Of** Abnormal Loads Enquiries
Sent: 27 August 2019 09:41
To: Simon Tucker <sjt@dtatransportation.co.uk>
Subject: RE: Upton Lane, Shropshire : Capacity Data

Hi Simon

I can confirm that the following structure is under Network rail ownership
Structure: WSJ2/B/382
Road Name: Stanton Road To Upton Farm Junction With A464, Shifnal (View bridge location on Map)
Easting: 376136
Northing: 307101
Many Thanks

Sunil Maniraj
Abnormal Loads Clerk
Abnormal Loads Help Desk: 01908 783 140

NetworkRail
Route Services

Abnormal Loads | National Records Group | Route Services
The Quadrant | Elder Gate | Milton Keynes | MK9 1EN
W http://www.networkrail.co.uk/abnormal-indivisible-road-loads/

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From: Simon Tucker <sjt@dtatransportation.co.uk>
Sent: 22 August 2019 16:24
To: Abnormal Loads Enquiries <AbnormalLoadsEnquiries@networkrail.co.uk>
Subject: RE: Upton Lane, Shropshire : Capacity Data

Hello Daniel,
I have a similar request for this bridge which I think is reference Br302 @ 153 m 860yds in Shropshire – is that yours or Shropshires?

Many thanks in advance.

Kind regards

Simon Tucker
David Tucker Associates
Transport Planning Consultants

Forester House, Doctors Lane, Henley in Arden, Warwickshire B95 5AW
Tel: +44(0)1564 793598
Fax: +44(0)1564 793983

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From: Ashton Daniel [mailto:Daniel.Ashton@networkrail.co.uk] **On Behalf Of** Network Rail Abnormal Loads
Sent: 01 March 2019 11:02
To: Simon Tucker <sjt@dtatransportation.co.uk>
Subject: Q-714 RE: Capacity Data

Hi Simon,

We do not own the bridge in question, so we are unable to assist. This structure is owned by West Berkshire Council

Below are the contact details we hold for our counter parts in the council:
Miles Roberts
West Berkshire Council Unitary Authority
01635 519107 HTabloads@westberks.gov.uk

Many Thanks

Daniel Ashton
Abnormal Loads Clerk
Abnormal Loads Help Desk: 01908 783 140

NetworkRail
Route Services

Abnormal Loads | National Records Group | Route Services
The Quadrant | Elder Gate | Milton Keynes | MK9 1EN
W http://www.networkrail.co.uk/abnormal-indivisible-road-loads/

everyone home safe every day

From: Simon Tucker <sjt@dtatransportation.co.uk>
Sent: 01 March 2019 10:13
To: Network Rail Abnormal Loads <NetworkRailAbnormalLoads@networkrail.co.uk>
Subject: Capacity Data

Hi, I wondered if I could get a copy of the zip file referred to on the website for bridge structural capacity. The particular one in question is at MLN1 42m 68.5c. Basildon new Skew Bridge" on the A329 in Pangbourne.

Thanks

Kind regards

Simon Tucker
David Tucker Associates
Transport Planning Consultants

Forester House, Doctors Lane, Henley in Arden, Warwickshire B95 5AW
Tel: +44(0)1564 793598
Fax: +44(0)1564 793983

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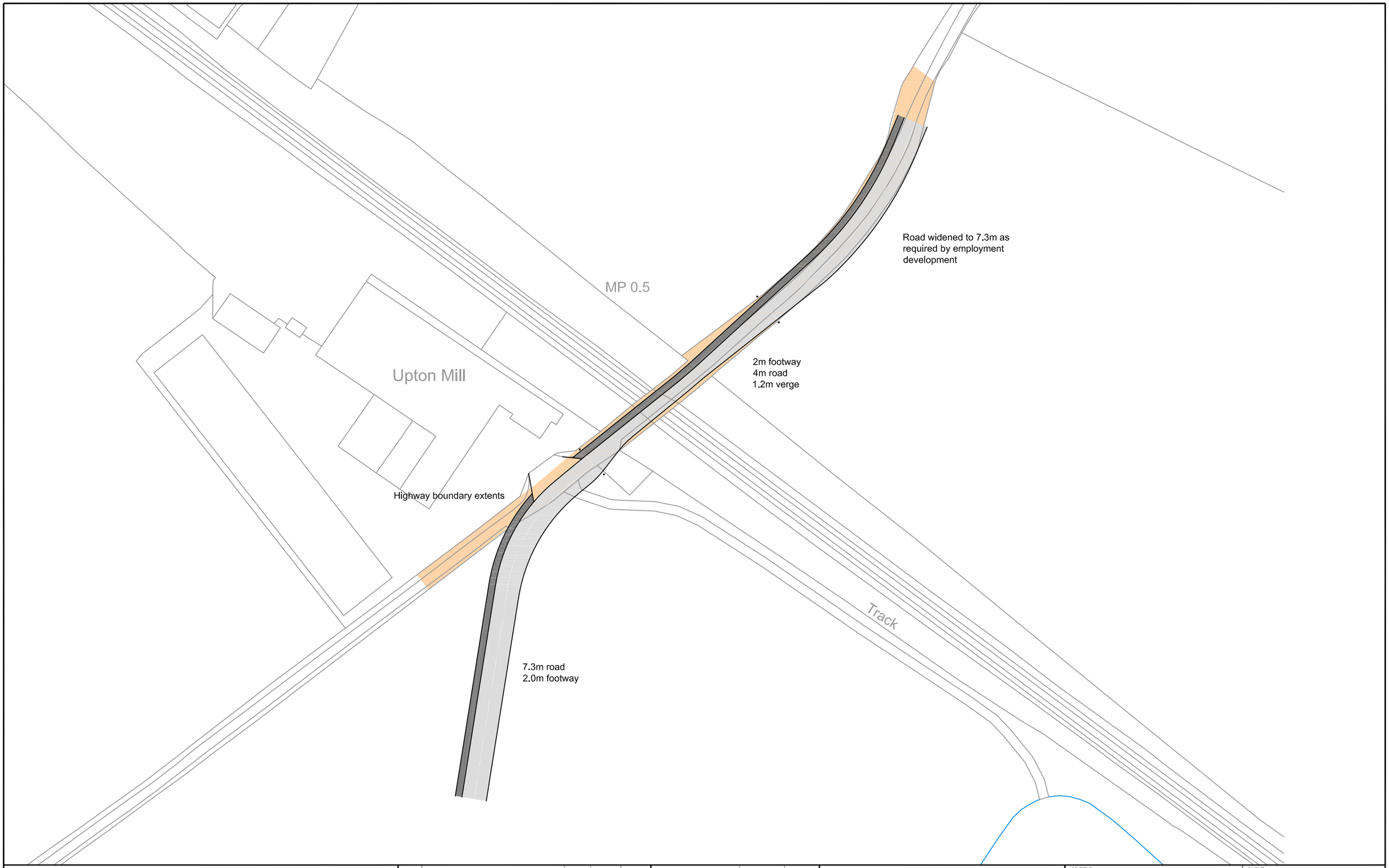
Appendix E

Northern Access



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REV	DESCRIPTION	DRAWN	INITIALS	DATE

DRAWING STATUS	CHECKED BY	DATE

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Warwickshire B95 5AW
Tel: +44(0)1564 793598
Fax: +44(0)1564 793983
www.dtatransportation.co.uk

JOB TITLE	CLIENT
Upton Lane, Shifnal	Node

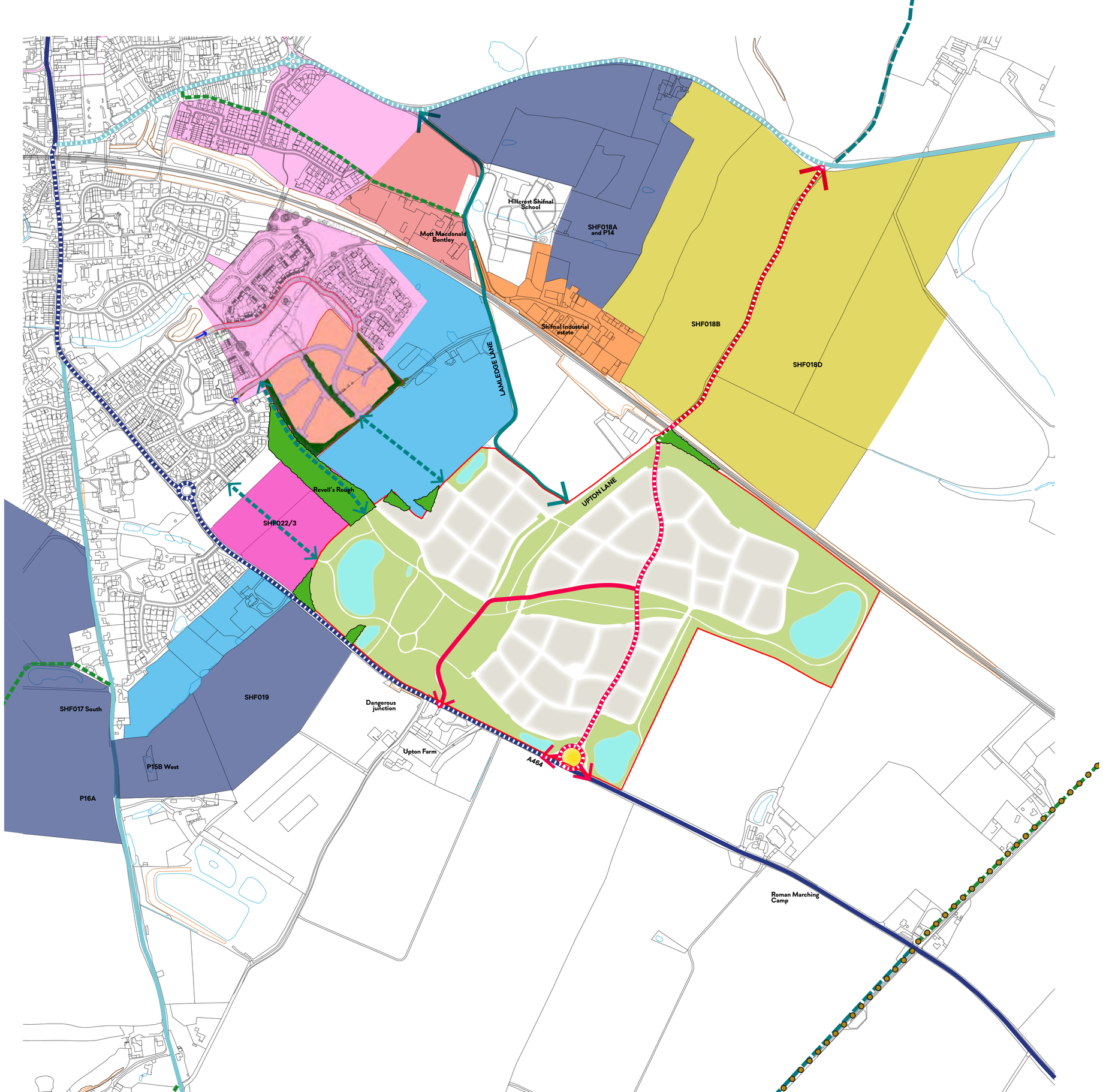
DRAWING TITLE

Upton Lane Improvements

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
1/1000@A3	BP	April2020	21320–03	

Appendix F

Node Linkage Plan



LEGEND

- Site boundary
- Residential development
- Multi-functional greenspace
- Balancing ponds
- A road
- B road
- Upgrade to primary route
- No.14 bus potential extension
- Convert to cycle lane / green lane
- Potential pedestrian route
- New roundabout

0 200
metres

Revisions -

Site: **Shifnal**
Client: Nurton
Title: **Wider opportunities plan**
Scale: 1:5000 @ A2
Drawing No. 004
Revision: -
Date of Issue: 20.04.20
Drawn by: KK
Node Ref: NUR0444

Node
Imperial & Whitehall
23 Colmore Row
Birmingham
B3 2BS

thisisnode.com | 0121 667 9259

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Appendix G

Accessibility Plan

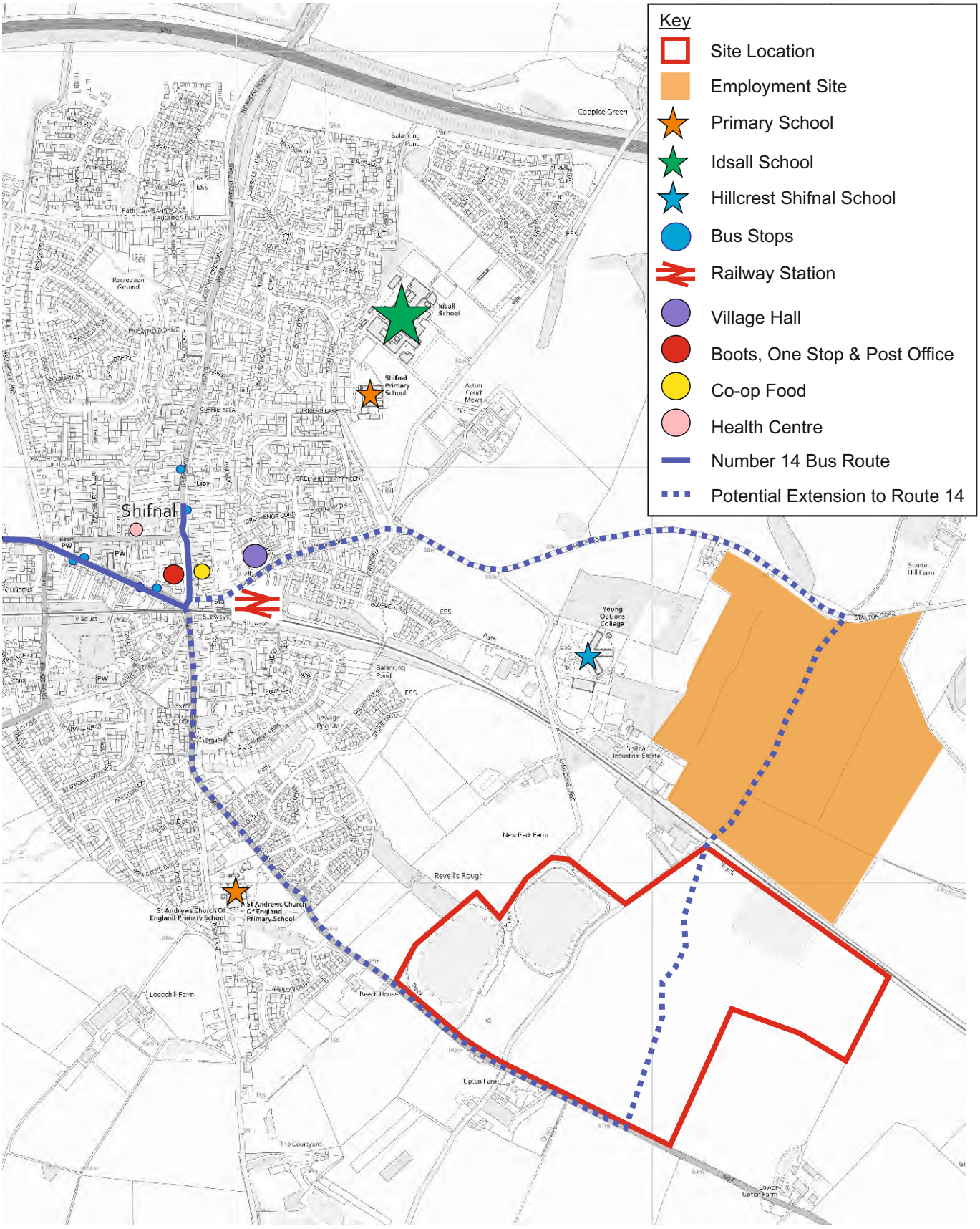

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Figure 1
Drawing Title Local Facilities Plan
Job Title Upton Lane, Shifnal
Client Nurton Developments Ltd

Scale : NTS

NORTH

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