

Appendix DT/17

Agreed Public Transport Strategy

From: Jones, Alyn Alyn.Jones@warrington.gov.uk 
Subject: RE: Proposed Peel Hall Development - Bus Triggers
Date: 28 May 2020 at 17:08
To: Fiona Bennett fiona.bennett@highgatetransportation.co.uk
Cc: dave.tighe dave.tighe@highgatetransportation.co.uk



Hi Fiona

Yes, that seems reasonable. Many thanks

Kind Regards

Alyn

Alyn Jones
Specialist Transport Services Manager
Environment and Transport Directorate
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Postal Address: c/o New Town House, Buttermarket Street, Warrington, WA1 2NH

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From: Fiona Bennett [mailto:fiona.bennett@highgatetransportation.co.uk]

Sent: 28 May 2020 17:04

To: Jones, Alyn <Alyn.Jones@warrington.gov.uk>

Cc: dave.tighe <dave.tighe@highgatetransportation.co.uk>

Subject: Re: Proposed Peel Hall Development - Bus Triggers

Afternoon Alyn,

Thank you for your email.

We would be happy to expand on our previous point relating to the Poplars Avenue services, albeit that the care home and local centre are proposed to be within a 400m walk distance of the existing/future bus stops on Poplars Avenue (as is much of the central and western area of the development). We understand that the 20 and 21 (The Pops) are already well established services with very good uptake and the need to ensure that patronage from our development does not create capacity issues downstream.

As such, we trust that you are now able to agree the heads of terms for the S106 as:

- The service subsidy for bus service extension 25, to serve the eastern area of the site, is 180 dwellings (total) off the two Mill Lane accesses
- The service subsidy for bus service extension 20 or 21, to serve the eastern and western areas of the site, is:
 - 180 dwellings (total) off the two Poplars Avenue accesses; or
 - the local centre and care home (Whichever comes first)
- The service subsidy for the second (20 or 21) bus service extension from Poplars Avenue will be demand-led.

I look forward to hearing from you – happy to discuss.

Kina regaras,
Fiona

Fiona Bennett

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From: "Jones, Alyn" <Alyn.Jones@warrington.gov.uk>

Date: Thursday, 28 May 2020 at 16:18

To: Fiona Bennett <fiona.bennett@highgatetransportation.co.uk>

Cc: "dave.tighe" <dave.tighe@highgatetransportation.co.uk>

Subject: RE: Proposed Peel Hall Development - Bus Triggers

Hi Fiona

Apologies for the delay. The previous agreement with (then) Network Warrington was the trigger of 120 dwellings; this also ties in with the proposed build-out of 120 per year.

However, we think 180 dwellings is reasonable, we also feel that some reference needs to be made to the local centre and care home (currently proposed at the end of year 2 and served off Poplars Avenue) as bus services should be provided to these if they come forward ahead of 180 dwellings.

Kind Regards

Alyn


Alyn Jones

**Specialist Transport Services Manager
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From: Fiona Bennett [<mailto:fiona.bennett@highgatetransportation.co.uk>]

Sent: 28 May 2020 15:58

To: Jones, Alyn <Alyn.Jones@warrington.gov.uk>

Cc: dave.tighe <dave.tighe@highgatetransportation.co.uk>

Subject: Re: Proposed Peel Hall Development - Bus Triggers

Afternoon Alyn,

I trust that you are keeping well.

Please can you provide a response to my email of 15th May 2020 so that we can include this in the S106? Many thanks.

Happy to discuss.

Kind regards,
Fiona

Fiona Bennett

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From: Fiona Bennett <fiona.bennett@highgatetransportation.co.uk>

Date: Friday, 15 May 2020 at 15:53

To: "Jones, Alyn" <Alyn.Jones@warrington.gov.uk>

Cc: "dave.tighe" <dave.tighe@highgatetransportation.co.uk>

Subject: Proposed Peel Hall Development - Bus Triggers

Good afternoon Alyn,

It was good to catch up with you recently to discuss the bus service triggers for the proposed Peel Hall development.

As we agreed, the key is to ensure a sustainable travel option is available from (as near as possible) the beginning of the development, balanced with the avoidance of a 'fresh-air' service i.e. buses running with no dwellings to serve. The need for the three bus services from the outset is therefore questionable (and highly unlikely) given estimated build out times and that the site is divided up into parcels within areas served by specific (separate) access points:

- 150 dwellings - Mill Lane extension in the northeast
- 700 dwellings, school - Mill Lane/Blackbrook Avenue in the east [NB some of these dwellings and school would be served by 20 and/or 21 given their central location within the site]
- 180 dwellings, care home, local centre - Poplars Avenue (central)
- 150 dwellings - Poplars Avenue (west)
- 20 dwellings - Birch Avenue in the west

As such we consider that the trigger for bus services should be independent from one another, given that we are considering extensions (to east and to south) rather than a through-route provision and as such should be independent from each other.

Birchwood 25 is the most likely service to be brought in first; and would serve the eastern part of the site (i.e. Mill Lane extension and the new roundabout on Mill Lane, immediately north of Blackbrook Avenue).

Services 20 and 21 would serving the central and western parts of the site, and the second of these

two services is not required from the time the first service is triggered, only once capacity is being reached.

The service subsidy for a bus service is triggered when the relevant access point for the bus service in question (i.e. 25 or 20/21) serves more than 15% of the total number of homes on the site i.e. 180.

Each extension will still be funded for 5 years from inception of that service.

I trust that this is what you also have in mind. Can we agree the following for inclusion in the S106:

- The service subsidy for bus service extension 25, to serve the eastern area of the site, is 180 dwellings (total) off the two Mill Lane accesses
- The service subsidy for bus service extension 20 or 21, to serve the eastern and western areas of the site, is 180 dwellings (total) off the two Poplars Avenue accesses
- The service subsidy for the second (20 or 21) bus service extension from Poplars Avenue will be demand-led.

Happy to discuss.

Kind regards,
Fiona

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