

REQUEST	14246 - PLANNING POLICY	RESPONSE
	<p>Can you provide details of any correspondence between Wigan Council and any public authority (TfGM, other) and/or the land owner regarding improvement works to the Leigh Guided Busway between A5082 Hough Lane and B5232 Newearth Road (Mosley Common) in the past 5 years?</p>	<p>Redacted documents attached</p>

[REDACTED]

From: [REDACTED]
Sent: 13 May 2021 12:23
To: [REDACTED]
Subject: RE: Amendment to Mosley Common policy clause

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Hi [REDACTED],

I hope you are well.

[REDACTED] have discussed the proposed changes to the policy set out below and it is not clear to us why an additional crossing of the LSM Busway is being proposed within the site. The Locality Assessment included the link road between Mort Lane and City Road and this seemed to suggest that this reduced the dependency on the Mort Lane access, as you would expect. Colleagues have raised concerns over the impact of an additional crossing of the Busway on bus journey times. Could you provide some justification for the alternative option, a new crossing, instead of using the existing crossing on City Road?

You reference to an "alternative option" suggests that the City Road crossing would be closed – is this possible without cutting off access for the existing properties on City Road north of the Busway?

Regards

[REDACTED]
[REDACTED]
Transport Strategy Officer
Transport for Greater Manchester

2 Piccadilly Place, Manchester M1 3BG
<https://clicktime.symantec.com/34ztzsynrDCUsXzPJbwBkX6H2?u=www.tfgm.com>
Currently working from home
[REDACTED]

From: [REDACTED]
Sent: 11 May 2021 10:48
To: [REDACTED]
Subject: FW: Amendment to Mosley Common policy clause

Hi [REDACTED],
Do you have any time today for a chat on this?

[REDACTED]
[REDACTED]
Transport for Greater Manchester
2 Piccadilly Place, Manchester, M1 3BG
[REDACTED]

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From: [REDACTED]
Sent: 10 May 2021 17:16
To: [REDACTED]
Subject: RE: Amendment to Mosley Common policy clause

Hi [REDACTED]

The northern parcel is substantial and there is concern that the limited number of available access points restricts permeability across the allocation. The obvious answer to this issue is a road link from City Road, through the allocation, connecting into Mort Lane, which is the primary access point for the northern parcel. The road link will reduce dependency on access points such as Mort Lane and potential reduce demand at specific junctions within the vicinity of the allocation.

Peel have never fully committed to this infrastructure, although it was modelled and therefore included in the Locality Assessment. The caveat, which TTHC insisted on, is that further testing will be required to understand the implications of not providing this road link. The alternative option, a new crossing of the guided busway, is likely to be the more expensive option, and it would help our case if the cost estimate could be provided.

The alternative connection should not warrant specific reference in the LA Review, certainly from a modelling perspective anyway, as it will have no impact on the operation of the adjacent highway network.

Happy to discuss.

Kind Regards

[REDACTED]

[REDACTED]

Principal Transport Planner

Economy and Skills

Wigan Council

Wigan Life Centre South, College Avenue, Wigan, WN1 1NJ

[REDACTED]

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From: [REDACTED]
Sent: 10 May 2021 15:43
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Amendment to Mosley Common policy clause

Short answers:

No

Yes, but it could be instead of City Road (can we check how that might work)

Yes, the development site has the same quantum of development and the same number of accesses. Has it been assumed that they aren't connected?
We need TfGM to do a cost estimate for this – it will be expensive.

I welcome [REDACTED] considered views

From: [REDACTED]
Sent: 10 May 2021 13:16
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Amendment to Mosley Common policy clause

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Hi [REDACTED],

A few questions spring to mind...

- Has this been discussed with anyone else in TfGM? Anyone who deals with the busway for example?
- Is it absolutely necessary?
- Is it reflected in the modelling work? How do you want to reference it in the LA Review?
- Who is doing the cost estimate for this?

Thanks,

[REDACTED]
Senior Transport Strategy Officer

Transport for Greater Manchester
2 Piccadilly Place, Manchester, M1 3BG
[REDACTED]

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From: [REDACTED]
Sent: 30 April 2021 18:40
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: Amendment to Mosley Common policy clause

Hi [REDACTED],

I am just informing you of the below amendment we are making to clause 4 of the Mosley Common site allocation policy in PfE. This has been agreed with Peel and sent to the GMCA for amendment. This is seeking an appropriate vehicular crossing of the LSM busway which we appreciate will have an infrastructure cost.

Developers could potentially meet this clause using the existing crossing on City Road, but a new crossing would clearly be the preference.

Happy to discuss further.

Thanks

[Redacted]

From: [Redacted]
Sent: 22 April 2021 15:42
To: [Redacted]
Cc: [Redacted]
Subject: Amendment to Mosley Common policy clause

Hi [Redacted]

As discussed previously, we would like to make a minor amendment to clause 4 of the Mosley Common policy as set out below. We have discussed and agreed this with the site promoter (Peel).

4. Ensure that good quality road access is provided into the site ~~including~~ from Mort Lane, City Road, Bridgewater Road and Silk Mill Street, joining up within the site and across the guided busway to provide choices of access and egress.

Do you want me to make this change in the appropriate document on Huddle (11j. Wigan)?

Happy to discuss.

Thanks

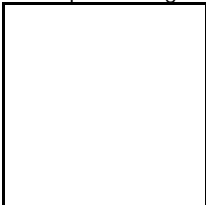
[Redacted]

[Redacted]
Strategic Planning Team Leader
Places Directorate Economy and Environment
Wigan Council
Wigan Life Centre (South site), College Avenue, Wigan WN1 1NJ

[Redacted]

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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: Mosley Common - Busway Stop and Travel Hub location
Date: 13 May 2022 14:37:35
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.jpg](#)
[image006.jpg](#)
[01941_Mosley_Common_Development_Cell_Plan_SK_01_Rev_C.pdf](#)

Brief scan during meeting but something for yourselves

Regards

[REDACTED]

From: [REDACTED]
Sent: 13 May 2022 14:05
To: [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
Cc: [REDACTED]
[REDACTED]
Subject: Mosley Common - Busway Stop and Travel Hub location

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Hi All,

A review of the latest Mosley Common Masterplan "Masterplan Vision Community Consultation" and the attached "01941_Mosley Common Illustrative Phasing Plan (Drawing Number 01941_SK_01 Rev C)" provided to TfGM at the end of April, have raised concerns over the proposed location of the Guided Busway Stop and Travel Hub on the LSM Guided Busway.

In the Masterplan documentation and Illustrative Phasing Plan referenced above the proposed Busway Stop and Travel Hub is shown to be located close to where the Busway crosses over Honksford Brook approximately 170 metres to the east of the existing pedestrian crossing of the Busway. In the Masterplan consultation this location is described as the "Mosley Woods Neighbourhood" an area of "low density, high quality homes in a parkland setting". The Masterplan suggests that "A welcoming green space will greet bus users as they disembark at Mosley Woods". This location is not considered appropriate.

The proposed Busway stop and Travel Hub should be located adjacent to the existing pedestrian crossing of the Busway approximately 170 metres further west for the following reasons:

- Removes the need for a further pedestrian crossing of the Busway and the associated delay to bus journey times that a second pedestrian crossing would generate;
- Makes construction of the Busway stop more straightforward, quicker and more cost effective without the need to provide a second pedestrian crossing facility in addition to the current crossing;
- Represents a more appropriate location where higher density, transit orientated development could be delivered as part of the "Mosley Village Neighbourhood" in the immediate vicinity of the Busway stop and alongside community and travel hub facilities that would be more accessible to more residents;
- Unlike the current proposed location, the suggested higher density location would support the ability to provide an environment with increased activity and passive surveillance which

are key factors in making the facility feel safe and secure for passengers; and

- Provides improved access to Parr Bridge retail development.

From discussions with our Strategic Development team we are aware that the masterplan and associated material for the proposed outline planning application for the site is still in development so would look forward to the next iteration addressing the above concerns.

Regards

[REDACTED]

[REDACTED]

Transport Strategy Officer

Transport for Greater Manchester

2 Piccadilly Place, Manchester M1 3BG

<https://clicktime.symantec.com/3NCf1PZKgdqVogjy9bHiHYF6H4?u=www.tfgm.com>

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[REDACTED]

From: [REDACTED]

Sent: 29 April 2022 09:22

To: [REDACTED]

Cc: [REDACTED]

[REDACTED]

Subject: RE: Mosley Common

Morning [REDACTED].

Please see plan attached. As explained, we have firmed up the location of Phase 1 (209 homes) but the phased delivery of the remaining development parcels is still in flux. Obviously, the operational case work will need to feed into this thinking.

We are also still working on specific densities for certain development parcels/character areas but we will be meeting the allocation requirement (1,100 dwellings).

Hope this helps.

KRS

[REDACTED]

[REDACTED]

Senior Director, Planning North

Turley

[REDACTED]

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From: [REDACTED]

Sent: 27 April 2022 14:49

To: [REDACTED]

Cc: [REDACTED]

[REDACTED]
Subject: RE: Mosley Common
[REDACTED]

Would you be able to forward me a copy of the indicative development phasing plan you shared on screen this morning please (including any caveats you may wish to state in relation to stage of approval of the phasing plan, implied sequencing etc).

This will help in consideration of any further work required in relation to meeting Test No 1 "The new stop continues to be net beneficial to all passengers for the option within the final masterplan layout."

Thanks
[REDACTED]

From: [REDACTED]

Sent: 19 April 2022 16:56

To: [REDACTED]

Cc: [REDACTED]
[REDACTED]

Subject: Mosley Common

Afternoon [REDACTED]

Trust you had a pleasant Easter.

As promised, I attach a first draft of the Basic Services Agreement between Peel and TfGM. We have tried to keep it focused and not too legalistic.

I think we have a meeting arranged for next Wednesday (27th April @ 10am) so look forward to discussing further then.

In the meantime, we would appreciate it if you could review the Consultants Project Scope (Appendix 1) **ASAP** so we can finalise this appointment.

KRs
[REDACTED]
[REDACTED]

Senior Director, Planning North

Turley
[REDACTED]
[REDACTED]

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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: Mosley Common - New Bus Stop
Date: 14 October 2022 08:52:28

Dear [REDACTED] and [REDACTED],

I am writing to you to confirm Wigan Council's support for a new bus stop and travel hub on the LSM Guided Busway at the North of Mosley Common, Places for Everyone allocation.

The project is a long standing priority for the council, evidenced through its inclusion in the Greater Manchester Transport Strategy 2040 and Delivery Plan (2021 – 2026). Delivery of this infrastructure will contribute to Greater Manchester's long-term ambition for 50% of all journeys to be made by walking, cycling and public transport, meaning one million more sustainable journeys every day enabling us to deliver a healthier, greener and more productive city-region.

Wigan Council has consistently supported the project and remains fully committed to working with Transport for Greater Manchester and the developer, Peel, to deliver the scheme and its full benefits to the development site and the surrounding area.

I trust this is sufficient for your purposes but please do not hesitate to contact me or [REDACTED] if you need anything else.

Regards

[REDACTED]

[REDACTED]

Assistant Director, Planning and Regeneration

Growth and Economy

Wigan Council

Wigan Life Centre (South site), College Avenue, Wigan WN1 1NJ

[REDACTED]

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>><<



From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: Peel Meeting - LSM Guided Busway
Date: 21 May 2021 09:43:00

Hi [REDACTED]

I hope you are well.

We met with Peel and their house building division Northstone earlier in the week to discuss the Mosley Common and West of Gibfield PfE allocations. They are eager to arrange a meeting to discuss Mosley Common, specifically around the potential for a new crossing of the LSM guided busway. We have briefly discussed this matter over the past two weeks and there is still the issue of the policy clause wording to agree on. Peel would like to understand the feasibility of installing a new crossing of the infrastructure and what this might entail. They view a new crossing, at the centre point of the allocation, as a focal point that could potentially be tied in with a new stop. We also need to consider the impact this could have on the existing City Road crossing. Can you please send me your availability for the next two weeks? It would also be helpful to have someone from the LSM guided busway team on the call.

Kind Regards

[REDACTED]

Principal Transport Planner

Economy and Skills

Wigan Council

Wigan Life Centre South, College Avenue, Wigan, WN1 1NJ

[REDACTED]

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From: [REDACTED]
To: [REDACTED]
Subject: RE: Amendment to Mosley Common policy clause
Date: 27 May 2021 18:34:56
Attachments: [image001.png](#)
[image002.jpg](#)
[image003.jpg](#)
[image004.jpg](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.jpg](#)

Cheers [REDACTED]

From: [REDACTED]
Sent: 27 May 2021 17:24
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Amendment to Mosley Common policy clause

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Thanks all, I will get [REDACTED] to make this change.
Sorted!

[REDACTED]
Principal Planning Strategy
Greater Manchester Combined Authority

[REDACTED]
www.greatermanchester-ca.gov.uk
Greater Manchester Combined Authority | Broadhurst House | [56 Oxford Street](#) |
Manchester M1 6EU



From: [REDACTED]
Sent: 27 May 2021 17:14
To: [REDACTED]
Cc: [REDACTED]

Subject: RE: Amendment to Mosley Common policy clause
Yes, excellent, thanks [REDACTED] and colleagues
Cheers
[REDACTED]

From: [REDACTED]
Sent: 27 May 2021 16:26
To: [REDACTED]
Cc: [REDACTED]

Subject: RE: Amendment to Mosley Common policy clause
Thanks [REDACTED], excellent. Please keep us informed of your internal conversations on this and we can then arrange future meetings to discuss.

█, please can you therefore amend the policy clause as follows:

Ensure that good quality road access is provided into the site, including from Mort Lane, Bridgewater Road and Silk Mill Street, with at least two choices of connection into and out of the site for residents to the north of the guided busway and for residents to the south of the guided busway, with exceptions only where a small extension of an existing cul-de-sac is appropriate.

Many thanks

█

From: █

Sent: 27 May 2021 14:58

To: █

Cc: █

█

█

Subject: RE: Amendment to Mosley Common policy clause

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Hi █,

Happy for that wording to be used.

In the meantime, I will try and reinvigorate the TfGM discussion on the following questions so that we are in a better position to talk to Peel:

1. Will we support a new busway stop? Under what conditions? Would we want the current nearest stop closed?
2. Will we support a road crossing? Under what conditions? Would we want City Road closed? Would the crossing need to be adjacent to the busway stop?

It may be the we need to conduct some analysis (either ourselves or through Peel) of potential journey time impacts etc before we can make a final decision.

Kind regards,

█

Senior Transport Strategy Officer
Transport for Greater Manchester
2 Piccadilly Place, Manchester, M1 3BG

█

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From: █

Sent: 27 May 2021 14:13

To: █

Cc: █

█

█

Subject: RE: Amendment to Mosley Common policy clause

Hi █ and █

Thank you for the useful discussion yesterday. Based on this, █, █ and █ have reviewed the position and are proposing the following:

Ensure that good quality road access is provided into the site, including from Mort Lane, Bridgewater Road and Silk Mill Street, with at least two choices of connection into and out of the site for residents to the north of the guided busway and for residents to the south of the guided busway, with exceptions only where a small extension of an existing cul-de-sac is appropriate.

In response to your concerns, this removes any reference to a busway crossing, whilst leaving the policy sufficiently flexible to allow for a number of options without being explicit. I trust this is acceptable to you.

We believe this to be more flexible than the clause that you agreed yesterday (edit 2 in your email below) with more options which do not require a new busway crossing. This will hopefully allay your concerns of the potential implications if non-busway crossing options prove unfeasible.

The key objective of the policy clause is to enable choices of access and egress from both the northern part of the site and the southern part. In the north, an access is required from Mort Lane, with the policy requiring at least one additional choice of connection. This could be from City Road, Wellington Drive, Sale Lane or via the southern part of the site through a new crossing of the busway. In the south, the policy requires access from both Bridgewater Road and Silk Mill Street, and would allow for other connections as appropriate.

We have included exceptions for small extensions of existing cul-de-sacs given that there are potential opportunities for this off Wellington Drive and City Road, and we would not want these to count towards the minimum of two choices of connection required either side of the busway.

Your views would be much appreciated ahead of [REDACTED] deadline.

Many thanks

[REDACTED]

Strategic Planning Team Leader

Places Directorate Economy and Environment

Wigan Council

Wigan Life Centre (South site), College Avenue, Wigan WN1 1NJ

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From: [REDACTED]

Sent: 27 May 2021 11:17

To: [REDACTED]
[REDACTED]

Cc: [REDACTED]
[REDACTED]

Subject: RE: Amendment to Mosley Common policy clause

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Hi [REDACTED],

[REDACTED] and I had a chat with [REDACTED] last thing yesterday where we explained that ourselves and colleagues are concerned about the specificity of the policy wording as it stands.

Our view is that, if the wording specifically mentions a new road across the guided busway it implies that TfGM are happy with it as an option (should the City Road option not come to fruition).

Unfortunately, we haven't had time to understand the full implications of a new road crossing in terms of delay and disbenefit to the thousands of existing Wigan passengers who currently use the busway services. So at this stage we can't say whether we are happy with it or not.

I have spoken to [REDACTED] about the problem and we are aiming to convene a meeting with all the relevant people as soon as possible. There are a number of people on leave next week, so with the best will in the world we are unable to get anything discussed properly until the week of the 7th June. In the meantime, we would suggest that Edit 2 below is closest to the option that would be most acceptable. I understand from [REDACTED] that any further changes needed could be done as a modification later in the process, so we would prefer this approach as it gives us time to understand the implications of the crossing.

Original:

Ensure that good quality road access is provided into the site including from Mort Lane, City Road, Bridgewater Road and Silk Mill Street.

Edit 1 – not acceptable due to the explicit reference to a road crossing of the guided busway:

Ensure that good quality road access is provided into the site ~~including~~ from Mort Lane, ~~City Road~~, Bridgewater Road and Silk Mill Street, joining up within the site and across the guided busway to provide choices of access and egress.

Edit 2 – agreed based on information that City Road would be closed if the road across the busway was agreed as part of planning application negotiations:

Ensure that good quality road access is provided into the site ~~including~~ from Mort Lane, ~~City Road~~, Bridgewater Road and Silk Mill Street, joining up to provide choices of access and egress and to enable effective north-south vehicular movements.

I understand that Peel are keen to discuss this issue with TfGM, our preference would be for that discussion to take place after our internal discussions. I hope that's OK.

I am out of the office from tomorrow until the 7th June, but R [REDACTED] and [REDACTED] are briefed and will be setting up meetings as discussed.

Kind regards,

[REDACTED]
Senior Transport Strategy Officer
Transport for Greater Manchester
2 Piccadilly Place, Manchester, M1 3BG

[REDACTED]
Friday is generally my non-working day.

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From: [REDACTED]
Sent: 26 May 2021 16:52
To: [REDACTED]
[REDACTED]
Cc: [REDACTED]
[REDACTED]
Subject: RE: Amendment to Mosley Common policy clause

Hi [REDACTED]
If a new crossing was what was delivered I think it would be entirely reasonable to close the existing crossing by providing a new connection into City Road north of the busway from the development site – that could be part of your bargaining power. But I don't think it needs to be pinned down now. It is very clearly though "either via City Road or a new crossing of the busway", not both.
Happy to meet this week if needed and possible
Regards
[REDACTED]

From: [REDACTED]
Sent: 26 May 2021 09:00
To: [REDACTED]
[REDACTED]
Cc: [REDACTED]
[REDACTED]
Subject: RE: Amendment to Mosley Common policy clause

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Hi [REDACTED],

Sorry – the impression we got from [REDACTED] last email was that City Road would be closed.

“The closure of the City Road crossing in favour of a new crossing should also quell any TfGM fears about the potential impact on the running time of services operating along the LSM guided busway.”

So if this position has changed and it is not the case, then I would suggest we really do need more time to understand the impact on journey times and disbenefits to existing passengers. I suspect we would prefer the reference to a new crossing to be removed – because you are saying that there might be a new crossing and I’m not sure we would be comfortable with this. I will ask [REDACTED] to see if we can squeeze in another discussion about this before people go on leave next week, but I can’t promise anything.

Kind regards,

[REDACTED]
Senior Transport Strategy Officer
Transport for Greater Manchester
2 Piccadilly Place, Manchester, M1 3BG
[REDACTED]

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From: [REDACTED]

Sent: 26 May 2021 08:49

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: Amendment to Mosley Common policy clause

Hi [REDACTED]

We can’t because it doesn’t work – City Road is not within the site. Unless we are specific it could refer to Mosley Common Road equally. There will only be a new crossing if that is the most appropriate approach given all considerations and can be afforded. The fallback is City Road. We are not saying there will be a new crossing.

Regards

From: [REDACTED]

Sent: 26 May 2021 08:42

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: Amendment to Mosley Common policy clause

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Hi All,

We reluctantly agreed the previous wording on the basis that it was vague enough to enable wiggle room!

This version is getting more specific again, so I will need to go back to the team again to discuss it again - which took a week and a half last time round, but this time I know people are off on leave next week so it may take longer. Do you have time for this? Or will we need to deal with it as a modification later on?

One of the things that you should be aware was mentioned was that there may be a need to close existing busway stop if the new stop goes in to keep up the running time. Also that only one crossing of the busway would be acceptable so if a new one goes in City Road would have to close. So if you are getting more specific we may want those caveats included as well.

Please note we are not in a position to quickly give a cost for the new crossing either.

Sorry to not be more positive, it is very late in the day to rush into things like this, so if we can use the wording recently agreed and deal with any further changes as a modification I would be very grateful.

Kind regards,

[REDACTED]
Senior Transport Strategy Officer
Transport for Greater Manchester
2 Piccadilly Place, Manchester, M1 3BG

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From: [REDACTED]

Sent: 25 May 2021 18:10

To: [REDACTED]
[REDACTED]

Cc: [REDACTED]
[REDACTED]

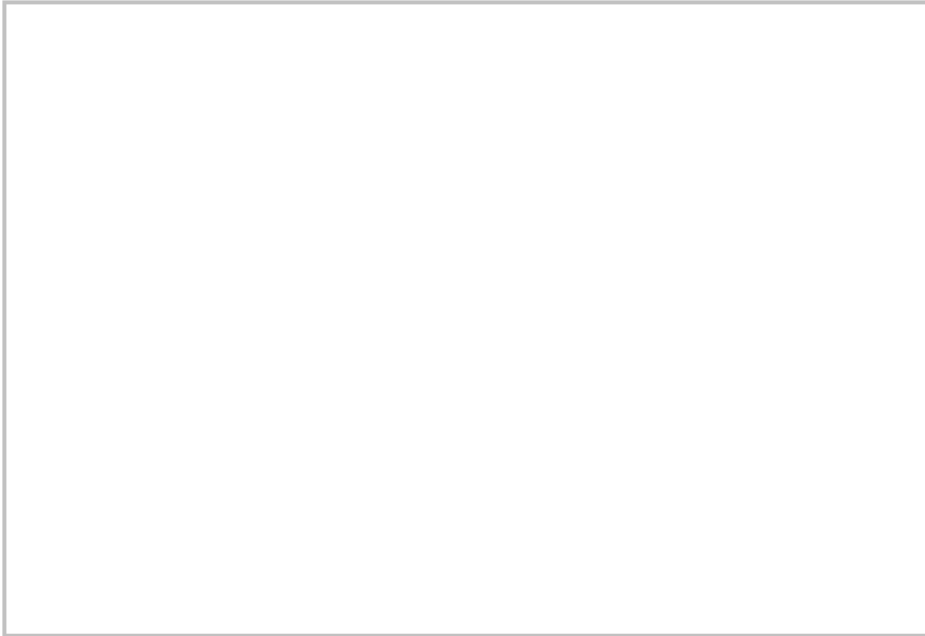
Subject: RE: Amendment to Mosley Common policy clause

[REDACTED] and I have discussed this in more detail this afternoon and we are proposing the following:

Ensure that good quality road access is provided into the site from Mort Lane, Bridgewater Road and Silk Mill Street, joining up to provide choices of access and egress and to enable effective north-south vehicular movements, either via City Road or a new crossing of the busway.

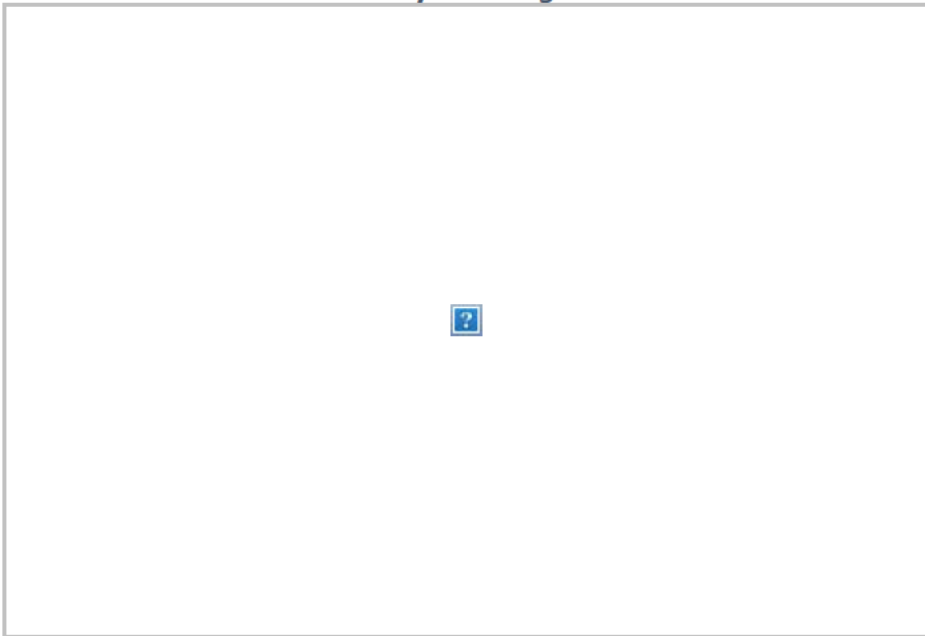
Apologies for the late revision. It is quite a complex situation given the clause has had to allow for two possible scenarios – one with a new crossing and one with a link to City Road. The latter would not be needed if a new crossing is delivered.

Apologies for my questionable skills on Microsoft Paint, but I include a map of the site below which shows the 3 access points, an indicative busway crossing (green arrows), a potential connection onto City Road (purple arrow) and an area of Common Land (green).

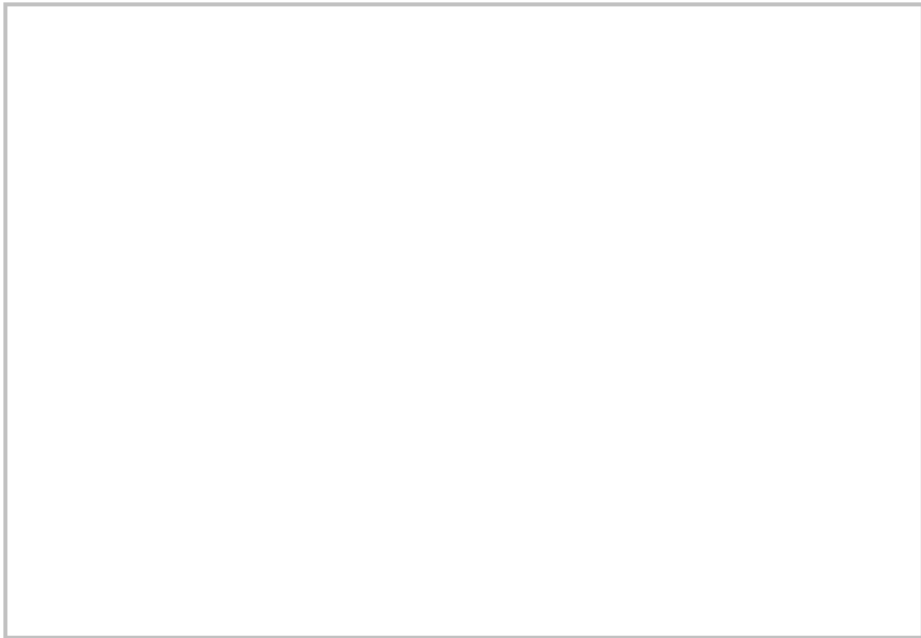


I also provide indicative maps of the two scenarios. You will see that the area of Common Land restricts the ability to create a new access on City Road south of the busway to allow residents living in the south of the allocation to have a more direct connection to the north of the site.

Scenario 1 – with new busway crossing



Scenario 2: Using the existing City Road crossing



Happy to discuss further.
Thanks

[Redacted]

From: [Redacted]
Sent: 25 May 2021 09:00
To: [Redacted]
Cc: [Redacted]
Subject: RE: Amendment to Mosley Common policy clause

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Ok, 24 hours! I've marked it as still to be resolved

[Redacted]

Principal Planning Strategy
Greater Manchester Combined Authority

[Redacted]

www.greatermanchester-ca.gov.uk

Greater Manchester Combined Authority | Broadhurst House | [56 Oxford Street](#) | Manchester M1 6EU



From: [Redacted]
Sent: 24 May 2021 19:01
To: [Redacted]
Cc: [Redacted]
Subject: RE: Amendment to Mosley Common policy clause

Hi [Redacted]

Please just hold for 24 hours. I don't think City Road is "within the site" and therefore wouldn't comply with the policy wording. It either is and I am wrong or it isn't and it needs tweaking to satisfy what everyone agrees with. Could go either way.

Thanks

[Redacted]

From: [Redacted]
Sent: 24 May 2021 18:35
To: [Redacted]

Cc: [REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: Amendment to Mosley Common policy clause

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Thanks for confirming this [REDACTED], we'll get this revised wording into the Object version of the allocation

[REDACTED]
Principal Planning Strategy
Greater Manchester Combined Authority

[REDACTED]
www.greatermanchester-ca.gov.uk

Greater Manchester Combined Authority | Broadhurst House | [56 Oxford Street](#) | Manchester M1 6EU



From: [REDACTED]

Sent: 24 May 2021 14:32

To: [REDACTED]
[REDACTED]

Cc: [REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: Amendment to Mosley Common policy clause

Hi All,

I can confirm we are happy with the wording.

Kind regards,

[REDACTED]
Senior Transport Strategy Officer
Transport for Greater Manchester
2 Piccadilly Place, Manchester, M1 3BG

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From: [REDACTED]

Sent: 18 May 2021 14:45

To: [REDACTED]

Cc: [REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: Amendment to Mosley Common policy clause

Hi [REDACTED]

I apologise for the delay in my response. The proposed wording change is consistent with the North of Mosley Common Locality Assessment, which assessed the allocation on the basis there was a link road connecting Mort Lane to City Road.

We are not proposing a new crossing of the LSM guided busway, only that a form of crossing is provided to alleviate pressure on the Mort Lane access. The existing City Road crossing is the preference, however, if this is unsuitable, following more detailed investigation of the

infrastructure (the road is currently unadopted and subject to on-street parking) we need to explore alternative options.

A potentially suitable alternative option is to close the existing City Road crossing and create a new crossing point in an alternative location within the allocation. This would require the existing residential properties accessed from City Road to be accessed from the allocation instead. The closure of the City Road crossing in favour of a new crossing should also quell any TfGM fears about the potential impact on the running time of services operating along the LSM guided busway.

As a compromise, we could change the wording slightly to say 'Ensure that good quality road access is provided into the site from Mort Lane, Bridgewater Road and Silk Mill Street, joining up within the site to provide choices of access and egress and to enable effective north-south vehicular movements'. This would remove any reference to the crossing of the LSM guided busway.

Please let me know if the proposed alternative option is suitable.

Kind Regards

[REDACTED]

Principal Transport Planner

Economy and Skills

Wigan Council

Wigan Life Centre South, College Avenue, Wigan, WN1 1NJ

[REDACTED]

www.wigan.gov.uk

www.twitter.com/wigancouncil

www.facebook.com/WiganCouncilOnline

From: [REDACTED]

Sent: 13 May 2021 17:35

To: [REDACTED]

Cc: [REDACTED]

[REDACTED]

Subject: RE: Amendment to Mosley Common policy clause

Importance: High

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Hi both

We gather from [REDACTED] that TfGM have raised concerns about this proposed wording change, due to the impact that it could have on the guided busway. I have to confess that I hadn't appreciated the technicalities of what you were proposing, but it seems from our discussions with [REDACTED] that it may take some time to produce the evidence to satisfy TfGM that there is a workable solution to what is being proposed.

Unfortunately, as you know we're up against the clock in terms of preparing the plan, therefore if you think it is going to take longer than a couple of days, say longer than Monday/Tuesday next week, to resolve this matter with TfGM, I think we will have to look at introducing the change as a modification, through the normal channels, assuming TfGM agree at that point that is. After all, it won't be the only change to be proposed during the EiP!

Please can you let me know no later than Tuesday next week whether we are to make the change or whether we leave it at this point in time.

Thanks

[REDACTED]

Principal Planning Strategy

Greater Manchester Combined Authority

[REDACTED]

Email: [REDACTED]

www.greatermanchester-ca.gov.uk

Greater Manchester Combined Authority | Broadhurst House | [56 Oxford Street](#) | Manchester M1 6EU



From: [REDACTED]

Sent: 22 April 2021 15:42

To: [REDACTED]

Cc: [REDACTED]

Subject: Amendment to Mosley Common policy clause

Hi [REDACTED],

As discussed previously, we would like to make a minor amendment to clause 4 of the Mosley Common policy as set out below. We have discussed and agreed this with the site promoter (Peel).

4. Ensure that good quality road access is provided into the site including from Mort Lane, [City Road](#), Bridgewater Road and Silk Mill Street, joining up within the site and across the guided busway to provide choices of access and egress.

Do you want me to make this change in the appropriate document on Huddle (11j. Wigan)? Happy to discuss.

Thanks

[REDACTED]
Strategic Planning Team Leader

Places Directorate Economy and Environment

Wigan Council

Wigan Life Centre (South site), College Avenue, Wigan WN1 1NJ

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From: [REDACTED]
To: [REDACTED]
Subject: [REDACTED] or New Guided Busway Stop
Date: 03 February 2020 18:22:31
Attachments: [REDACTED]

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I'm not sure whether it does to be honest – I presume not.
I'd emphasise that this is a cost estimate – not a request to developers at this stage. I understand the need for viability. That said – it's useful that you've flagged up at this stage the unlikelihood that this will be viable. I'll discuss with the development team and the GMSF team.
Thanks

[REDACTED]
Transport Strategy Officer
Transport for Greater Manchester

2 Piccadilly Place Manchester M1 3BG
www.tfgm.com

From: [REDACTED]
Sent: 03 February 2020 14:51

To: [REDACTED]
Subject: RE: Costing for New Guided Busway stop
Eye-wateringly high is an understatement. Does the figure account for increased capacity or new vehicles. The Mosley Common site is only providing 1200 homes – the viability won't stack up.
Regards

[REDACTED]
Principal Transport Planner
Economy and Skills
Wigan Council
Wigan Life Centre South College Avenue Wigan WN1 1NJ

www.wigan.gov.uk
www.twitter.com/wiganCouncil
www.facebook.com/WiganCouncilOnline

From: [REDACTED]
Sent: 29 January 2020 12:29

To: [REDACTED]
Subject: RE: Costing for New Guided Busway stop
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[REDACTED] – yes that's correct. If you think that's eye-wateringly high – comparable to the cost of 0-50 houses – I'd agree with you, and I don't yet fully understand why it's that high. There may certainly be scope for value management.
Useful to know that you are the contact for GMSF sites – I will let the development team know.
Thanks

[REDACTED]
Transport Strategy Officer
Transport for Greater Manchester

2 Piccadilly Place Manchester M1 3BG
www.tfgm.com

From: [REDACTED]
Sent: 29 January 2020 10:47

To: [REDACTED]
Subject: RE: Costing for New Guided Busway stop
Hello [REDACTED]
Thank you for the email. To be clear – are you saying a new bus stop on the Leigh Guided Busway serving the Mosley Common GMSF site will cost £8 – 12 mill on top of the South of Hindley and Northleigh Park development sites – progress is being made internally to establish our exact position on the matter. The issue is complicated by the HIF bid as no dedicated public transport provision was accounted for during the submission due to concerns regarding cost and subsequent impact on the BCR.
The Northleigh Park development obtained outline consent in 2013 and the reserved matters application is imminent. The South of Hindley development is a live planning application and very little movement is expected until an announcement on the HIF bid is made. I will ensure you are invited to any meetings with the developers once matters progress.
I am the lead officer for Wigan on the transport aspects of the GMSF sites.
Regards

[REDACTED]
Principal Transport Planner
Economy and Skills
Wigan Council
Wigan Life Centre South College Avenue Wigan WN1 1NJ

www.wigan.gov.uk
www.twitter.com/wiganCouncil
www.facebook.com/WiganCouncilOnline

From: [REDACTED]
Sent: 29 January 2020 10:07

To: [REDACTED]
Subject: FW: Costing for New Guided Busway stop
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[REDACTED]
We were discussing the cost of a guided busway stop and I said I'd unearth a figure for you – current estimates are in the order of £8-£12m.
Of course if we are not actually looking at a guided section through the Hindley Green and North Leigh sites we are probably not looking at something anywhere near this expensive. Bus stops start at around £25k but to support a high-quality BRT-style route (even if not guided) I'd be keen to look at something rather higher spec than this – possibly up to around £100-£200k. But this is of course all open to negotiation with your developers.
I'd like to reiterate that guided sections are our preference for this route. Notwithstanding the rather startling width requirements we discussed a couple of weeks ago – one advantage of guided is that it can actually be done on a rather narrow strip (as you don't need the extra width to allow for human inaccuracy in steering the bus). Other sections such as footpaths alongside can be incorporated into the development. Failing this, we'd be looking for well-engineered and straight stretches of road through the estates with busgates to prevent the route becoming congested by general traffic. Ideally, from our point of view, the developer would contribute to this, but clearly viability is a big issue to overcome and there are likely to be other people also making a call on developer contributions. There are likely to be other potential sources of capital funding (including to land costs) so if capital cost is the only issue it needn't necessarily stand in the way of achieving the scheme.
On another subject – are you involved in the North of Mosley Common site? We currently have a project team looking at providing a stop on the busway there – but I'm not sure who in Wigan is the person to be dealing with.
Thanks

[REDACTED]
Transport Strategy Officer
Transport for Greater Manchester

2 Piccadilly Place Manchester M1 3BG
www.tfgm.com

From: [REDACTED]
Sent: 29 January 2020 09:14

To: [REDACTED]
Cc: [REDACTED]
Subject: Costing for New Guided Busway stop to serve North of Mosley Common

[REDACTED]
As discussed at yesterday's GMSF Team Meeting the Development Team have provided some costings to be put into GMIP for a variety of schemes.
See below for their estimate of the new guided busway stop.
cid:image001.jpg@01D5068466F24C00

Thanks
[REDACTED]
Assistant Transport Strategy Officer
Transport for Greater Manchester

2 Piccadilly Place Manchester M1 3BG
www.tfgm.com

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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: GMSF North of Mosley Common Allocation Policy
Date: 08 September 2020 18:19:12
Attachments: [image001.jpg](#)

Thanks [REDACTED]
[REDACTED] – can your consider [REDACTED] suggested change, discuss with me if any issues and make the change if we are comfortable with it. If any issues it might be worth a phone call to [REDACTED]. Either way we need to resolve this well – please add it to the list [REDACTED]. I haven't got a copy in front of me at the moment and too much on – sorry.

Cheers

[REDACTED]

From: [REDACTED]
Sent: 07 September 2020 12:17
To: [REDACTED]
Subject: FW: GMSF North of Mosley Common Allocation Policy

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Hi [REDACTED],
Please see [REDACTED] email below regarding clause 3.
Regards

[REDACTED]

From: [REDACTED]
Sent: 07 September 2020 11:38
To: [REDACTED]
Subject: RE: GMSF North of Mosley Common Allocation Policy

[REDACTED]
Apologies for being so slow in coming back to you – this email got lost in a bunch of others about extra school services!

If the ship hasn't yet sailed, I would be tempted to be less specific and say something like “the provision of extra capacity where it will deliver most effectively and efficiently”.

Apologies again.

[REDACTED]

From: [REDACTED]
Sent: 27 August 2020 14:18
To: [REDACTED]
Subject: FW: GMSF North of Mosley Common Allocation Policy
Importance: High

Hi [REDACTED],
Are you happy with clause 3 of this GMSF proposed policy from Wigan. As [REDACTED] has highlighted below the reference to “peak hour services” may be restrictive but then that is when an improved service would be required. Please let me know what you think.

[REDACTED]

From: [REDACTED]
Sent: 25 August 2020 13:27
To: [REDACTED]

[REDACTED]
Cc: [REDACTED]

Subject: FW: GMSF North of Mosley Common Allocation Policy

Importance: High

Dear all,

Please can you check over this policy statement as a matter of urgency? It came in while I was on leave, so if you have already seen it via [REDACTED], apologies for doubling up!

Is it too restrictive to say peak hour services?

[REDACTED]
Senior Transport Strategy Officer
Transport for Greater Manchester
2 Piccadilly Place, Manchester, M1 3BG

[REDACTED]
Currently working from home

[REDACTED]
www.tfgm.com

From: [REDACTED]

Sent: 19 August 2020 09:20

To: [REDACTED]

Cc: [REDACTED]
[REDACTED]

Subject: FW: GMSF North of Mosley Common Allocation Policy

Hi [REDACTED]

Further to our discussion with [REDACTED] and [REDACTED] on 21 July on the guided busway concerning this site, please find attached the revised policy for the site as submitted to the GMCA for the Integrated assessment, specifically clause 3.

If there are any issues with clause 3 it would be good to know within the next couple of weeks and have the opportunity to talk them through before concluding.

I think the conclusion of that meeting was that itemised costs for a stop, two buses and running costs would be worked up but we've not heard anything further. Is there an update?

Thanks and regards

[REDACTED]
Service Manager Planning and Transport Policy

Places Directorate Economy and Environment

Wigan Council

Wigan Life Centre (South site), College Avenue, Wigan WN1 1NJ

[REDACTED]
www.wigan.gov.uk

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From [redacted]
To [redacted]
Subject: Leigh Guided Busway - New Mosley Common Stop
Date: 12 May 2020 13:04:10
Attachments: [redacted]

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Hi I do,

[redacted]
Project Manager
P objects Group
T ansport fo G eate Mancheste
2 Piccadilly Place, Mancheste M1 3BG

[redacted]
Please don't print this email unless you really need to.

From [redacted]
Sent: 12 May 2020 12:18

To [redacted]
Subject: RE: Leigh Guided Busway - New Mosley Common Stop
Fantastic - much appreciated. Can you let me know about releasing the cost information tomorrow once the meeting has concluded?
Regards

Principal Transport Planner
Economy and Skills
Wigan Council
Wigan Life Centre South, College Avenue, Wigan WN1 1NJ
www.wigan.gov.uk
t: 01924 433333
www.facebook.com/WiganCouncilOnline

From [redacted]
Sent: 12 May 2020 12:16

To [redacted]
Subject: RE: Leigh Guided Busway - New Mosley Common Stop
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Hi [redacted],
I've got a meeting at 11am tomorrow regarding our costs. The wide team have a number of queries - the costs which we'll be going through. I will also ask the question again about releasing the info.
I probably fail to say we're close to the £1m mark but that fact is risk & contingency, inflation and project management costs. As a base cost it is more or less the same as Peel have estimated.
Regards,

[redacted]
Project Manager
P objects Group
T ansport fo G eate Mancheste
2 Piccadilly Place, Mancheste M1 3BG

[redacted]
Please don't print this email unless you really need to.

From [redacted]
Sent: 12 May 2020 11:48

To [redacted]
Subject: RE: Leigh Guided Busway - New Mosley Common Stop
Hi [redacted],
I hope you are well.
Can you advise if any further updates available on the costings for the Mosley Common stop on the Leigh Guided Busway?
I met with Peel earlier - the site promoters for Mosley Common - the Transport Consultant TTHC have costed the stop and park & ride facility at approximately £630k.
Regards

Principal Transport Planner
Economy and Skills
Wigan Council
Wigan Life Centre South, College Avenue, Wigan WN1 1NJ
www.wigan.gov.uk
t: 01924 433333
www.facebook.com/WiganCouncilOnline

From [redacted]
Sent: 23 Apr 2020 16:06

To [redacted]
Subject: RE: Leigh Guided Busway - New Mosley Common Stop
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Hi [redacted],
I'm just reviewing it as we're ongoing (assume this is in the broader sense) and is likely to be completed next week, by which point info may be permitted to be released.
Regards,

[redacted]
Project Manager
P objects Group
T ansport fo G eate Mancheste
2 Piccadilly Place, Mancheste M1 3BG

[redacted]
Please don't print this email unless you really need to.

From [redacted]
Sent: 23 Apr 2020 15:34

To [redacted]
Subject: RE: Leigh Guided Busway - New Mosley Common Stop
Hi [redacted],
Apologies on the costings.
Regards

Principal Transport Planner
Economy and Skills
Wigan Council
Wigan Life Centre South, College Avenue, Wigan WN1 1NJ
www.wigan.gov.uk
t: 01924 433333
www.facebook.com/WiganCouncilOnline

From [redacted]
Sent: 17 Apr 2020 13:48

To [redacted]
Subject: RE: Leigh Guided Busway - New Mosley Common Stop
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Hi [redacted],
Just to update, I think there's some sensitivity with regards to this so unclear as yet whether we can share cost information. Waiting on an OK.
Regards,

[redacted]
Project Manager
P objects Group
T ansport fo G eate Mancheste
2 Piccadilly Place, Mancheste M1 3BG

[redacted]
Please don't print this email unless you really need to.

From [redacted]
Sent: 16 Apr 2020 16:07

To [redacted]
Subject: RE: Leigh Guided Busway - New Mosley Common Stop
You probably know [redacted] spoke with the site promoters yesterday and they have yet to receive anything concrete from TIGM officers responsible for GMSF.
Out of interest, [redacted] the figure account for a park and ride facility.
Regards

Principal Transport Planner
Economy and Skills
Wigan Council
Wigan Life Centre South, College Avenue, Wigan WN1 1NJ
www.wigan.gov.uk
t: 01924 433333
www.facebook.com/WiganCouncilOnline

From [redacted]
Sent: 16 Apr 2020 15:58

To [redacted]
Subject: RE: Leigh Guided Busway - New Mosley Common Stop
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Hi [redacted],
You've just completed a few weeks back and fed into the overall Strategic Outline Business Case - cost/benefit analysis work.
Do you want to know the ballpark figure that was calculated?

[redacted]
Project Manager
P objects Group
T ansport fo G eate Mancheste
2 Piccadilly Place, Mancheste M1 3BG

[redacted]
Please don't print this email unless you really need to.

From [redacted]
Sent: 16 Apr 2020 15:55

To [redacted]
Subject: Leigh Guided Busway - New Mosley Common Stop
Hi [redacted],
I hope you are well.
We spoke sometime ago regarding a new stop on the Leigh Guided Busway at the Mosley Common GMSF site. Has any further work been undertaken to determine an appropriate cost estimate?
Regards

Wigan Transport Planner
Economy and Skills
Wigan Council
Wigan Life Centre South College Avenue, Wigan WN1 1NJ

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From: [REDACTED]
To: [REDACTED]
Subject: RE: LSM Guided Busway Interventions - Updated Costs
Date: 26 August 2020 17:20:32
Attachments: [image001.png](#)

Thanks [REDACTED]

From: [REDACTED]

Sent: 26 August 2020 16:30

To: [REDACTED]

Cc: [REDACTED]

[REDACTED]

Subject: LSM Guided Busway Interventions - Updated Costs

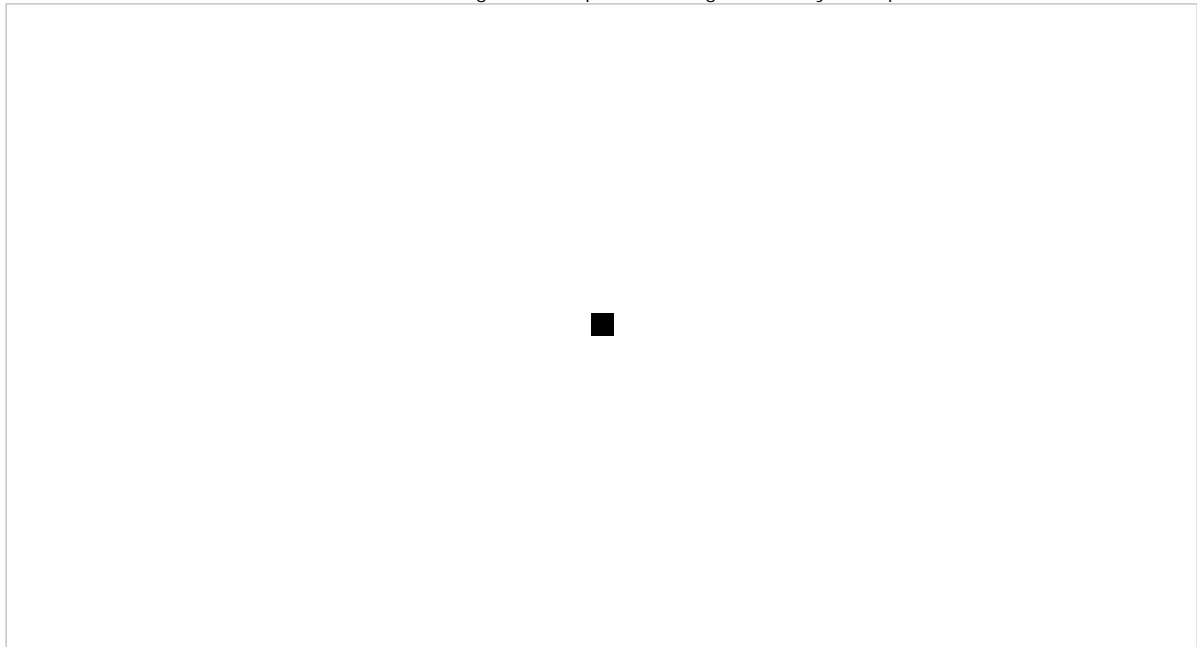
Hello all

The following costs (within the table below) have been provided by Transport for Greater Manchester, to ensure North of Mosley Common delivers a sufficient sustainable transport intervention to justify release from the greenbelt and provide an attractive level of service to promote uptake of sustainable travel. It is essential that sufficient improvements are made to public transport services along the A580 corridor to accommodate new residential supply, given the alternative demands that will be placed by general traffic on the local highway network.

These are considered a high-level cost estimate appropriate for the requirements of the locality assessment, anticipating further detailed design work at an appropriate stage to develop and deliver a scheme of sufficient quality consistent with TfGM's standards adopted within the busway infrastructure and level of service the travelling public of bus rapid transit services would expect.

Physical infrastructure costs account for out-turn costs from the delivery of the LSM busway delivered by TfGM, with an appropriate risk, inflation and contingency buffer. Furthermore there is a recognition that the original LSM stops costs were subject to economies of scale through the delivery of the much larger Leigh-Salford-Manchester bus rapid transit project. Recognising additional patronage within the peak threatens the capacity for services to accommodate the travelling public, additional vehicles are assumed to maintain standards of busway services. These should be consistent with aspirations for high quality vehicles, that would meet the needs of national air quality legislation, and the emerging Greater Manchester Clean Air Plan. These assume a gradual increase of demand as the allocation is built out and occupied.

We can discuss the costs in detail at the GMSF – Wigan / Peel update meeting on Tuesday 1st September.



Regards

[REDACTED]

Principal Transport Planner

Economy and Skills

Wigan Council

Wigan Life Centre South, College Avenue, Wigan, WN1 1NJ

[REDACTED]

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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Meeting with Peel re Mosley Common bus stop
Date: 10 January 2022 15:26:23
Attachments: [~WRD0005.jpg](#)
[Copy of ITEM 1 - North of Mosley Common - Proposed New Busway Stop.docx](#)

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Hi [REDACTED],

I'm just back from leave today.

I've attached the initial report that went to the Fixed Track Steering Group on the 17th December for discussion. Please do not circulate more widely at the moment.

The plan is to take an updated report to the Transport Strategy Functional Board on Thursday recommending that the new busway stop is acceptable, but only if the development and delivery of it is entirely funded by the developer and that the developer funds additional bus services to meet the increased demand. [REDACTED] is just reviewing the notes from the Fixed Track Steering Group to make sure we pick up the points of detail made by the group at their meeting.

I have spoken to Peel and suggested we meet in the first week of February. We also discussed briefly the funding issue and although they said that the details would need to be worked through, they were happy in principle with funding the stop and contributing to new services. This suggests to me that the **Wigan CRSTS funding** may not be either needed/or needed as much... is this something we need to discuss?

I understand the report may then also need to go to Chief Executive Leaders Team – but we can get guidance from TSFB on that.

Agreement by these groups then paves the way for the developer to effectively commission TfGM to do the development work and subsequent construction on their behalf, but, according to Annabel Partridge, this isn't something that they need to happen urgently even though an outline planning application will be going in relatively shortly. It is the principle of a new stop that they are keen to get agreed, the detail around funding, design and build can follow.

Annabel will be getting back to us with some meeting options for the first week in Feb.

Would you be able to give me a call? Or could we just have a quick teams meeting between TfGM and yourselves to discuss the CRSTS aspect?

Many thanks,

[REDACTED]
Senior Transport Strategy Officer
Transport for Greater Manchester
2 Piccadilly Place, Manchester, M1 3BG

Friday is generally my non-working day.

This email was sent at a time and date convenient to the sender – please do not feel under any pressure to respond immediately if this is outside your normal working hours.

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From: [REDACTED]

Sent: 05 January 2022 18:36

To: [REDACTED]

Cc: [REDACTED]

[REDACTED]

Subject: Meeting with Peel re Mosley Common bus stop

Importance: High

Hi [REDACTED],

Happy New Year, hope you have had a good break.

We have had a meeting with Peel today regarding their forthcoming planning application at Mosley Common. [REDACTED] is keen to arrange a meeting with yourselves at TfGM to discuss the Mosley Common guided bus stop as soon as possible, in order to progress effectively with the masterplanning process.

Please can you provide [REDACTED] with your availability for this week/next week to arrange.

Happy to discuss.

Many thanks

[REDACTED]

Strategic Planning Team Leader

Places Directorate Economy and Environment

Wigan Council

Wigan Life Centre (South site), College Avenue, Wigan WN1 1NJ

[REDACTED]

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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Mosley Common - busway crossing (Peel)
Date: 17 June 2021 14:10:03
Attachments: [image019.jpg](#)
[image002.jpg](#)
[image003.jpg](#)
[image004.jpg](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)

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Please do. Thanks [REDACTED]

[REDACTED]
Senior Transport Strategy Officer
Transport for Greater Manchester
2 Piccadilly Place, Manchester, M1 3BG

[REDACTED]
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From: [REDACTED]
Sent: 17 June 2021 12:26
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Mosley Common - busway crossing (Peel)

Hi [REDACTED]

This is fine. I have informed Peel of the situation. We have a monthly meeting with Peel relating to the PFE Plan site allocations. The next meeting is 15 July at 11am.
If you are available, it would make sense for you to attend to discuss the busway crossing then.

I can forward the meeting invitation to you.

Happy to discuss.

Many thanks

From: [REDACTED]
Sent: 16 June 2021 14:13
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Mosley Common - busway crossing (Peel)

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Hi [REDACTED]

Sorry for the delay.

Yes we had a meeting internally and it was agreed that I would speak to Peel in the first instance.

I'm a bit swamped with getting the PFE documents ready at the moment so if possible could we set up a meeting after the 12th July?

I am free pretty much any time that week aside from Friday which is my non-working day, so feel free to ask them to send an invite?

Thanks,

[REDACTED]
Senior Transport Strategy Officer
Transport for Greater Manchester
2 Piccadilly Place, Manchester, M1 3BG

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From: [REDACTED]

Sent: 16 June 2021 14:09

To: [REDACTED]

Cc: [REDACTED]

Subject: Mosley Common - busway crossing (Peel)

Hi [REDACTED]

Sorry to press, but can you advise if any progress has been made on the Mosley Common issue with your colleagues. You mentioned Alan Lowe being the likely key contact. We are meeting Peel tomorrow and they will inevitably chase this as they are keen to progress with their masterplanning of the site, which the busway crossing is obviously a key determinant.

Happy to discuss.

Many thanks

[REDACTED]
Strategic Planning Team Leader

Places Directorate Economy and Environment

Wigan Council

Wigan Life Centre (South site), College Avenue, Wigan WN1 1NJ

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From: [REDACTED]

Sent: 09 June 2021 08:55

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: Amendment to Mosley Common policy clause

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Hi [REDACTED]

I am chasing this internally. I believe it will be [REDACTED] who becomes the key contact.

I'll let you know when I've heard back from him.

[REDACTED]
Senior Transport Strategy Officer

Transport for Greater Manchester

2 Piccadilly Place, Manchester, M1 3BG

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From: [REDACTED]
Sent: 08 June 2021 13:16
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Amendment to Mosley Common policy clause

Hi [REDACTED]
I spoke to [REDACTED] at Turley today on another matter but he asked again about Peel meeting with yourselves to discuss Mosley Common and a possible busway crossing. Please can you advise if consideration of this is being progressed internally at your end and if you have a timeframe for us (TfGM and Wigan Council) to meet Peel about this. I note you were keen to discuss in-house first with relevant colleagues.
Thanks

[REDACTED]
Strategic Planning Team Leader
Places Directorate Economy and Environment
Wigan Council
Wigan Life Centre (South site), College Avenue, Wigan WN1 1NJ

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From: [REDACTED]
Sent: 27 May 2021 14:58
To: [REDACTED]
Cc: [REDACTED]
[REDACTED]
[REDACTED]
Subject: RE: Amendment to Mosley Common policy clause

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Hi [REDACTED]
Happy for that wording to be used.
In the meantime, I will try and reinvigorate the TfGM discussion on the following questions so that we are in a better position to talk to Peel:

1. Will we support a new busway stop? Under what conditions? Would we want the current nearest stop closed?
2. Will we support a road crossing? Under what conditions? Would we want City Road closed? Would the crossing need to be adjacent to the busway stop?

It may be the we need to conduct some analysis (either ourselves or through Peel) of potential journey time impacts etc before we can make a final decision.

Kind regards,

[REDACTED]
Senior Transport Strategy Officer
Transport for Greater Manchester
2 Piccadilly Place, Manchester, M1 3BG

[REDACTED]
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From: [REDACTED]

Sent: 27 May 2021 14:13

To: [REDACTED]
Cc: [REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: Amendment to Mosley Common policy clause

Hi [REDACTED]

Thank you for the useful discussion yesterday. Based on this, [REDACTED] have reviewed the position and are proposing the following:

Ensure that good quality road access is provided into the site, including from Mort Lane, Bridgewater Road and Silk Mill Street, with at least two choices of connection into and out of the site for residents to the north of the guided busway and for residents to the south of the guided busway, with exceptions only where a small extension of an existing cul-de-sac is appropriate.

In response to your concerns, this removes any reference to a busway crossing, whilst leaving the policy sufficiently flexible to allow for a number of options without being explicit. I trust this is acceptable to you.

We believe this to be more flexible than the clause that you agreed yesterday (edit 2 in your email below) with more options which do not require a new busway crossing. This will hopefully allay your concerns of the potential implications if non-busway crossing options prove unfeasible.

The key objective of the policy clause is to enable choices of access and egress from both the northern part of the site and the southern part. In the north, an access is required from Mort Lane, with the policy requiring at least one additional choice of connection. This could be from City Road, Wellington Drive, Sale Lane or via the southern part of the site through a new crossing of the busway. In the south, the policy requires access from both Bridgewater Road and Silk Mill Street, and would allow for other connections as appropriate.

We have included exceptions for small extensions of existing cul-de-sacs given that there are potential opportunities for this off Wellington Drive and City Road, and we would not want these to count towards the minimum of two choices of connection required either side of the busway.

Your views would be much appreciated ahead of [REDACTED] deadline.

Many thanks

[REDACTED]

Strategic Planning Team Leader

Places Directorate Economy and Environment

Wigan Council

Wigan Life Centre (South site), College Avenue, Wigan WN1 1NJ

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From: [REDACTED]

Sent: 27 May 2021 11:17

To: [REDACTED]
[REDACTED]

Cc: [REDACTED]
[REDACTED]

Subject: RE: Amendment to Mosley Common policy clause

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Hi [REDACTED],

[REDACTED] had a chat with [REDACTED] last thing yesterday where we explained that ourselves and colleagues are concerned about the specificity of the policy wording as it stands.

Our view is that, if the wording specifically mentions a new road across the guided busway it implies

that TfGM are happy with it as an option (should the City Road option not come to fruition). Unfortunately, we haven't had time to understand the full implications of a new road crossing in terms of delay and disbenefit to the thousands of existing Wigan passengers who currently use the busway services. So at this stage we can't say whether we are happy with it or not. I have spoken to [REDACTED] about the problem and we are aiming to convene a meeting with all the relevant people as soon as possible. There are a number of people on leave next week, so with the best will in the world we are unable to get anything discussed properly until the week of the 7th June. In the meantime, we would suggest that Edit 2 below is closest to the option that would be most acceptable. I understand from [REDACTED] that any further changes needed could be done as a modification later in the process, so we would prefer this approach as it gives us time to understand the implications of the crossing.

Original:

Ensure that good quality road access is provided into the site including from Mort Lane, City Road, Bridgewater Road and Silk Mill Street.

Edit 1 – not acceptable due to the explicit reference to a road crossing of the guided busway:

Ensure that good quality road access is provided into the site ~~including from Mort Lane, City Road, Bridgewater Road and Silk Mill Street~~, joining up within the site and across the guided busway to provide choices of access and egress.

Edit 2 – agreed based on information that City Road would be closed if the road across the busway was agreed as part of planning application negotiations:

Ensure that good quality road access is provided into the site ~~including from Mort Lane, City Road, Bridgewater Road and Silk Mill Street~~, joining up to provide choices of access and egress and to enable effective north-south vehicular movements.

I understand that Peel are keen to discuss this issue with TfGM, our preference would be for that discussion to take place after our internal discussions. I hope that's OK.

I am out of the office from tomorrow until the 7th June, but [REDACTED] are briefed and will be setting up meetings as discussed.

Kind regards,

[REDACTED]

Senior Transport Strategy Officer
Transport for Greater Manchester
2 Piccadilly Place, Manchester, M1 3BG

[REDACTED]

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From: [REDACTED]

Sent: 26 May 2021 16:52

To: [REDACTED]

[REDACTED]

Cc: [REDACTED]

[REDACTED]

Subject: RE: Amendment to Mosley Common policy clause

Hi [REDACTED]

If a new crossing was what was delivered I think it would be entirely reasonable to close the existing crossing by providing a new connection into City Road north of the busway from the development site – that could be part of your bargaining power. But I don't think it needs to be pinned down now. It is very clearly though "either via City Road or a new crossing of the busway", not both.

Happy to meet this week if needed and possible

Regards

[REDACTED]

From: [REDACTED]

Sent: 26 May 2021 09:00

To: [REDACTED]

[REDACTED]

Cc: [REDACTED]

[REDACTED]

Subject: RE: Amendment to Mosley Common policy clause

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Hi [REDACTED],

Sorry – the impression we got from [REDACTED] last email was that City Road would be closed.

“The closure of the City Road crossing in favour of a new crossing should also quell any TfGM fears about the potential impact on the running time of services operating along the LSM guided busway.”

So if this position has changed and it is not the case, then I would suggest we really do need more time to understand the impact on journey times and disbenefits to existing passengers. I suspect we would prefer the reference to a new crossing to be removed – because you are saying that there might be a new crossing and I’m not sure we would be comfortable with this. I will ask Richard to see if we can squeeze in another discussion about this before people go on leave next week, but I can’t promise anything.

Kind regards,

[REDACTED]

Senior Transport Strategy Officer
Transport for Greater Manchester
2 Piccadilly Place, Manchester, M1 3BG

[REDACTED]

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From: [REDACTED]

Sent: 26 May 2021 08:49

To: [REDACTED]

[REDACTED]

Cc: [REDACTED]

[REDACTED]

Subject: RE: Amendment to Mosley Common policy clause

Hi [REDACTED]

We can’t because it doesn’t work – City Road is not within the site. Unless we are specific it could refer to Mosley Common Road equally. There will only be a new crossing if that is the most appropriate approach given all considerations and can be afforded. The fallback is City Road. We are not saying there will be a new crossing.

Regards

[REDACTED]

From: [REDACTED]

Sent: 26 May 2021 08:42

To: [REDACTED]

[REDACTED]

Cc: [REDACTED]

[REDACTED]
Subject: RE: Amendment to Mosley Common policy clause

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Hi All,

We reluctantly agreed the previous wording on the basis that it was vague enough to enable wiggle room!

This version is getting more specific again, so I will need to go back to the team again to discuss it again - which took a week and a half last time round, but this time I know people are off on leave next week so it may take longer. Do you have time for this? Or will we need to deal with it as a modification later on?

One of the things that you should be aware was mentioned was that there may be a need to close existing busway stop if the new stop goes in to keep up the running time. Also that only one crossing of the busway would be acceptable so if a new one goes in City Road would have to close. So if you are getting more specific we may want those caveats included as well.

Please note we are not in a position to quickly give a cost for the new crossing either.

Sorry to not be more positive, it is very late in the day to rush into things like this, so if we can use the wording recently agreed and deal with any further changes as a modification I would be very grateful.

Kind regards,

[REDACTED]
Senior Transport Strategy Officer
Transport for Greater Manchester
2 Piccadilly Place, Manchester, M1 3BG
[REDACTED]

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From: [REDACTED]

Sent: 25 May 2021 18:10

To: [REDACTED]

Cc: [REDACTED]

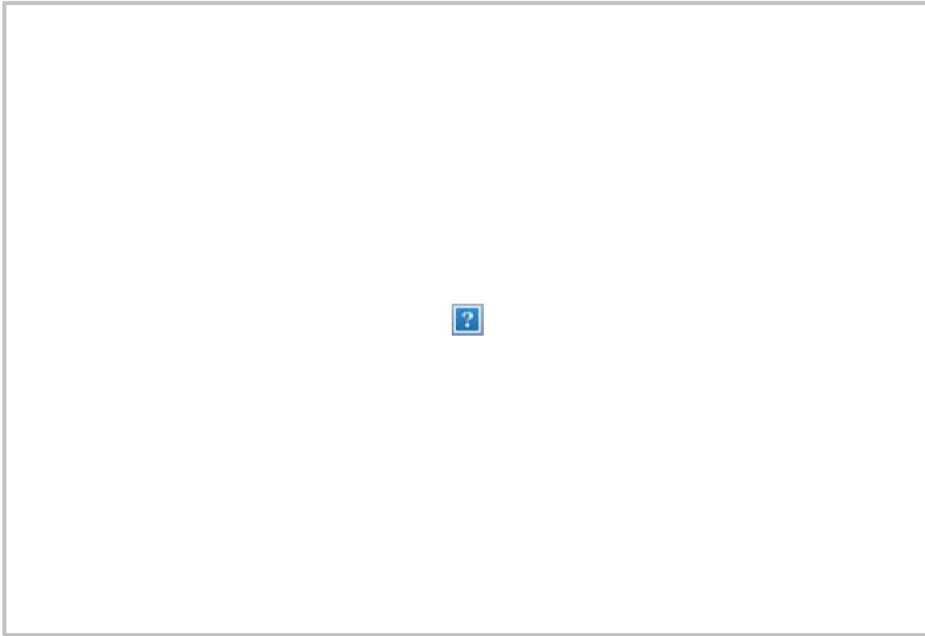
Subject: RE: Amendment to Mosley Common policy clause

[REDACTED] and [REDACTED] have discussed this in more detail this afternoon and we are proposing the following:

Ensure that good quality road access is provided into the site from Mort Lane, Bridgewater Road and Silk Mill Street, joining up to provide choices of access and egress and to enable effective north-south vehicular movements, either via City Road or a new crossing of the busway.

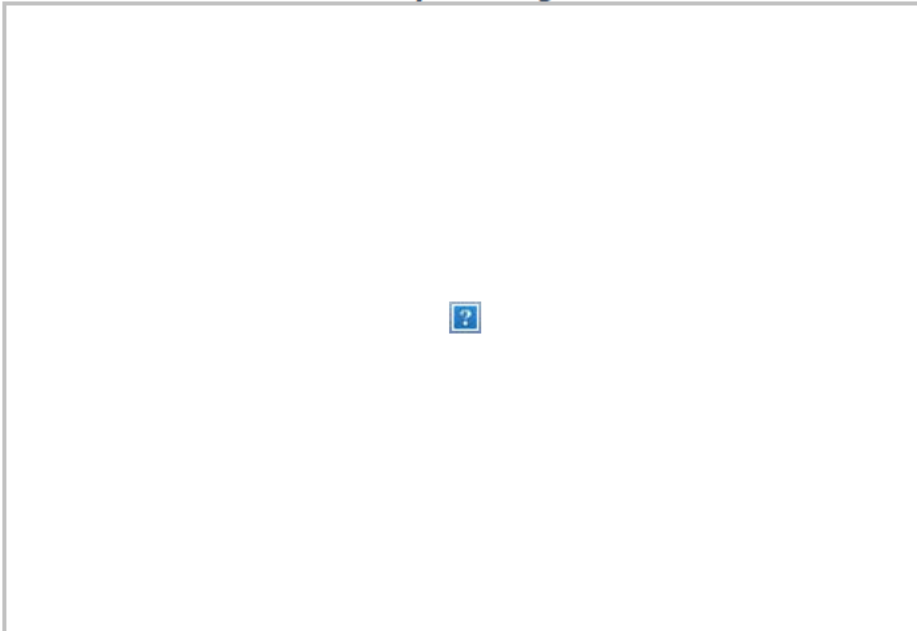
Apologies for the late revision. It is quite a complex situation given the clause has had to allow for two possible scenarios – one with a new crossing and one with a link to City Road. The latter would not be needed if a new crossing is delivered.

Apologies for my questionable skills on Microsoft Paint, but I include a map of the site below which shows the 3 access points, an indicative busway crossing (green arrows), a potential connection onto City Road (purple arrow) and an area of Common Land (green).

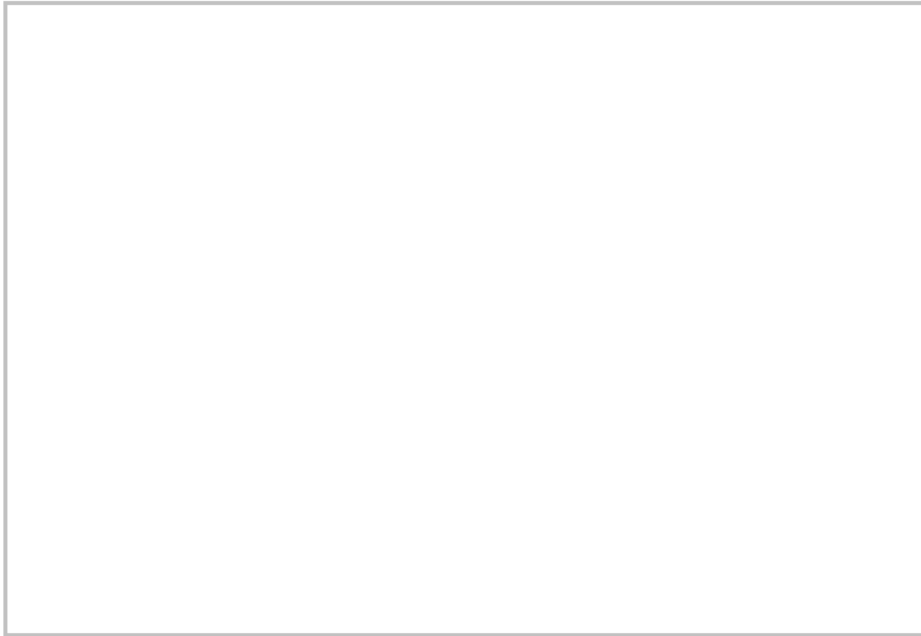


I also provide indicative maps of the two scenarios. You will see that the area of Common Land restricts the ability to create a new access on City Road south of the busway to allow residents living in the south of the allocation to have a more direct connection to the north of the site.

Scenario 1 – with new busway crossing



Scenario 2: Using the existing City Road crossing



Happy to discuss further.
Thanks

[Redacted]

From: [Redacted]

Sent: 25 May 2021 09:00

To: [Redacted]

Cc: [Redacted]

Subject: RE: Amendment to Mosley Common policy clause

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Ok, 24 hours! I've marked it as still to be resolved

[Redacted]

Principal Planning Strategy
Greater Manchester Combined Authority

[Redacted]

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Greater Manchester Combined Authority | Broadhurst House | [56 Oxford Street](#) |
Manchester M1 6EU



From: [Redacted]

Sent: 24 May 2021 19:01

To: [Redacted]

Cc: [Redacted]

Subject: RE: Amendment to Mosley Common policy clause

Hi [Redacted]

Please just hold for 24 hours. I don't think City Road is "within the site" and therefore wouldn't comply with the policy wording. It either is and I am wrong or it isn't and it needs tweaking to satisfy what everyone agrees with. Could go either way.

Thanks

[Redacted]

From: [Redacted]

Sent: 24 May 2021 18:35

To: [Redacted]

Cc: [REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: Amendment to Mosley Common policy clause

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Thanks for confirming this [REDACTED], we'll get this revised wording into the Object version of the allocation

[REDACTED]
Principal Planning Strategy
Greater Manchester Combined Authority

[REDACTED]
www.greatermanchester-ca.gov.uk

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From: [REDACTED]

Sent: 24 May 2021 14:32

To: [REDACTED]
[REDACTED]

Cc: [REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: Amendment to Mosley Common policy clause

Hi All,

I can confirm we are happy with the wording.

Kind regards,

[REDACTED]
Senior Transport Strategy Officer
Transport for Greater Manchester
2 Piccadilly Place, Manchester, M1 3BG

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From: [REDACTED]

Sent: 18 May 2021 14:45

To: [REDACTED]

Cc: [REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: Amendment to Mosley Common policy clause

Hi [REDACTED]

I apologise for the delay in my response. The proposed wording change is consistent with the North of Mosley Common Locality Assessment, which assessed the allocation on the basis there was a link road connecting Mort Lane to City Road.

We are not proposing a new crossing of the LSM guided busway, only that a form of crossing is provided to alleviate pressure on the Mort Lane access. The existing City Road crossing is the preference, however, if this is unsuitable, following more detailed investigation of the

infrastructure (the road is currently unadopted and subject to on-street parking) we need to explore alternative options.

A potentially suitable alternative option is to close the existing City Road crossing and create a new crossing point in an alternative location within the allocation. This would require the existing residential properties accessed from City Road to be accessed from the allocation instead. The closure of the City Road crossing in favour of a new crossing should also quell any TfGM fears about the potential impact on the running time of services operating along the LSM guided busway.

As a compromise, we could change the wording slightly to say 'Ensure that good quality road access is provided into the site from Mort Lane, Bridgewater Road and Silk Mill Street, joining up within the site to provide choices of access and egress and to enable effective north-south vehicular movements'. This would remove any reference to the crossing of the LSM guided busway.

Please let me know if the proposed alternative option is suitable.

Kind Regards

[Redacted]

Principal Transport Planner

Economy and Skills

Wigan Council

Wigan Life Centre South, College Avenue, Wigan, WN1 1NJ

[Redacted]

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From: [Redacted]

Sent: 13 May 2021 17:35

To: [Redacted]

Cc: [Redacted]

[Redacted]

Subject: RE: Amendment to Mosley Common policy clause

Importance: High

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Hi both

We gather from [Redacted] that TfGM have raised concerns about this proposed wording change, due to the impact that it could have on the guided busway. I have to confess that I hadn't appreciated the technicalities of what you were proposing, but it seems from our discussions with [Redacted] that it may take some time to produce the evidence to satisfy TfGM that there is a workable solution to what is being proposed. Unfortunately, as you know we're up against the clock in terms of preparing the plan, therefore if you think it is going to take longer than a couple of days, say longer than Monday/Tuesday next week, to resolve this matter with TfGM, I think we will have to look at introducing the change as a modification, through the normal channels, assuming TfGM agree at that point that is. After all, it won't be the only change to be proposed during the EiP! Please can you let me know no later than Tuesday next week whether we are to make the change or whether we leave it at this point in time.

Thanks

[Redacted]

Principal Planning Strategy

Greater Manchester Combined Authority

[Redacted]

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From: [REDACTED]

Sent: 22 April 2021 15:42

To: [REDACTED]

Cc: [REDACTED]

[REDACTED]

[REDACTED]

Subject: Amendment to Mosley Common policy clause

Hi [REDACTED],

As discussed previously, we would like to make a minor amendment to clause 4 of the Mosley Common policy as set out below. We have discussed and agreed this with the site promoter (Peel).

4. Ensure that good quality road access is provided into the site including from Mort Lane, [City Road](#), Bridgewater Road and Silk Mill Street, joining up within the site and across the guided busway to provide choices of access and egress.

Do you want me to make this change in the appropriate document on Huddle (11j. Wigan)? Happy to discuss.

Thanks

[REDACTED]

Strategic Planning Team Leader

Places Directorate Economy and Environment

Wigan Council

Wigan Life Centre (South site), College Avenue, Wigan WN1 1NJ

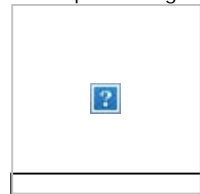
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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Mosley Common - Busway Stop Location
Date: 18 May 2022 16:59:21

Thanks, yes agree with the idea to provide a connection along the S side from the Bellway devt to the new crossing point. As you say, what they lose in direct connection to the PROW network they gain in access to a new stop.

Regards

[REDACTED]
Acting Assistant Director, Growth and Housing

Economy and Skills

Wigan Council

Wigan Life Centre (South site), College Avenue, Wigan WN1 1NJ

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From: [REDACTED]
Sent: 18 May 2022 16:56

To: [REDACTED]

Cc: [REDACTED]
[REDACTED]

Subject: Mosley Common - Busway Stop Location

Hi [REDACTED]

I met with TfGM and Peel earlier to discuss the issues with the proposed location of the LSM guided busway stop at the Mosley Common development site. The main issue is the existing pedestrian crossing, which is located immediately north of the Bellway development, see attached site plan.

Buses have priority at the pedestrian crossing and it is not signal controlled, however, the break in the tracks reduces the speed guided buses can travel. TfGM are therefore very reluctant to allow the additional pedestrian crossing / busway stop approximately 170m to the east proposed by Peel.

As a compromise, TfGM and Peel have suggested closing the existing pedestrian crossing. This will have a significant impact on the Bellway development as it has been designed to allow easy access to the pedestrian / cycle route to the north of the busway and the various PROW's. Closure of this link would force future residents of the site to travel via Silk Mill Street and Mosley Common Road to access the provision. This could be quite a diversion depending on where you live on the site.

This issue could potentially be resolved by the creation of a footway to the south of the busway, intended to connect the Bellway development to the busway stop and pedestrian crossing location proposed by Peel. The distance to the pedestrian / cycle link to the north of the busway and PROW's would be greater, however, this would be offset by the considerably shorter to a busway stop, depending on where you live on the Bellway site.

Other than funding, there may be issues with land ownership and engineering constraints. More than happy to look into this further if you think it is a potential solution. The adjacent plot of land is another option but there has been no activity.

Kind Regards

[REDACTED]
Principal Transport Planner

Economy and Skills

Wigan Council

Wigan Life Centre South, College Avenue, Wigan, WN1 1NJ



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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Mosley Common - Notes of 8 Nov 2021 Meeting with Peel / TfGM / WMBC
Date: 15 December 2021 11:02:47
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.jpg](#)
[image005.jpg](#)
[image006.jpg](#)
[image007.jpg](#)
[image008.jpg](#)

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Hi [REDACTED],
Thanks for the extra information.
I'm just trying to establish whether we are going to be able to get a note to our executive leadership team for approval prior to getting a meeting in diaries with you in January.
I'll get back to you with dates as soon as possible.
Kind regards,

[REDACTED]
Senior Transport Strategy Officer
Transport for Greater Manchester
2 Piccadilly Place, Manchester, M1 3BG

[REDACTED]
Friday is generally my non-working day.
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From: [REDACTED]
Sent: 15 December 2021 09:40
To: [REDACTED]
Cc: [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: Mosley Common - Notes of 8 Nov 2021 Meeting with Peel / TfGM / WMBC
Hi [REDACTED]
Further to my email yesterday re re-arranging our meeting, please find below our response to the other matters raised in your email.
We note your comments in respect of further connections to the multi-user path. These will be explored and added as the masterplan develops to provide the shortest possible routes to stops wherever possible.
The exercise we have undertaken is a more accurate means of determining residents' access to

stops and has been carried out to help guide the development of the masterplan. The spreadsheet which was attached to my 9 December email provides the details of the estimated number of dwellings in each parcel and this has been used to determine the number of dwellings within actual walking distances of 400m, 800m and beyond. As our work becomes more detailed we will be developing and fine tuning this work further to also have regard to the qualitative routes to stops as well as walking distance. Nevertheless, to assist, we have added the simple 400m and 800m radius plots for the stops although we're not sure how helpful this information will be in light of the more detailed plot already produced.

With regard to item 5, this was included in the agenda as we had understood from [REDACTED] that there had been some useful exchanges with your colleague, [REDACTED] (see attached), and [REDACTED] had anticipated he would have received the data in time to undertake some initial analysis to provide feedback at the meeting. However, I understand from [REDACTED] that the data hasn't yet been received. It would obviously be helpful to let [REDACTED] have this information as soon as possible in order that he can review and provide feedback at the deferred meeting. As noted in my earlier email, please can you provide me with available dates for the rearranged meeting.

Kind Regards

[REDACTED]

[REDACTED]

Associate Director

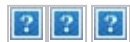
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[REDACTED]

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From: [REDACTED]

Sent: 14 December 2021 09:16

To: [REDACTED]

Cc: [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Subject: RE: Mosley Common - Notes of 8 Nov 2021 Meeting with Peel / TfGM / WMBC

Hi [REDACTED],

In light of your email below, can we cancel this morning's meeting and look to rearrange in January. Can you provide me with available dates at your end please (and [REDACTED] can you do so from your end as well please). I would be grateful if you could provide available dates for January

before the Christmas break.

We will provide a response on the other points in your email below shortly.

Kind Regards

[Redacted]

From: [Redacted]

Sent: 13 December 2021 17:05

To: [Redacted]

Cc: [Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Subject: RE: Mosley Common - Notes of 8 Nov 2021 Meeting with Peel / TfGM / WMBC

Hi [Redacted],

Thank you for the information you sent through, about walking and cycling routes within the site. It looks like you may have missed off connections to the multi-user path that runs the full length of the guided busway. We would suggest that a number of connections onto this path would be needed to create the shortest walking/cycling routes for residents of the site.

In order to simplify things and align more with our standard approach, please could you just produce a simple map with 400 and 800m circles from each existing stop? And then let us know the number of dwellings within each boundary? Alternatively if you let us know the number of dwellings in each parcel, and provide an image with a scale, we may be able to do that calculation for you.

Unfortunately, given we need more time to receive and digest the information above, and to agree a governance process for the proposal, we need to postpone the discussion on items 2 and 3 in your agenda for tomorrow. I wasn't entirely clear who was expected to lead on item 5, but it may be that it would also need to be postponed.

I appreciate that this is inconvenient, and we did wonder whether it would be more productive to postpone the entire session to a later date because these key items on the agenda couldn't be progressed?

If you wanted to proceed with meeting to cover the remaining items let me know and we will ensure there is a representative from TfGM available to listen in.

Kind regards,

[Redacted]

Senior Transport Strategy Officer
Transport for Greater Manchester
2 Piccadilly Place, Manchester, M1 3BG

[Redacted]

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From: [Redacted]

Sent: 09 December 2021 17:15

To: [Redacted]

Cc: [Redacted]

[REDACTED]

Subject: RE: Mosley Common - Notes of 8 Nov 2021 Meeting with Peel / TfGM / WMBC

Hi [REDACTED],

Sorry for the delay in getting back to you with the requested information. Please find attached a spreadsheet which provides details of the number of dwellings which would be within 400m, within 800m and beyond 800m of the existing and proposed bus stops. A plan is also attached that shows the walking routes to bus stops used to calculate the distances. The main headlines from this are:

- Without the proposed bus way stop, the existing bus stop provision would result in:
 - Only 1% of dwellings being within 400m of a stop
 - More than half of all dwellings would be beyond 800m walk from a stop
 - There would be an average walking distance of almost 900m
- In comparison, with the inclusion of the proposed busway stop, accessibility would be improved significantly, such that:
 - 15% of the dwellings would be within 400m of a stop
 - 88% of dwellings would be within 800m of a stop
 - An average walking distances to a stop would be reduced to below 600m

I trust the above is useful.

We have a meeting in the diary for the 14th Dec 2021 and I have been giving some thought to an agenda based on the actions we discussed at our previous meeting. I will send an agenda around closer to the time, but initial thinking is that the following should be discussed:

- Masterplanning update
- Update on application programme
- TfGM's governance process for approval of new bus stop
- Business case preparation and approval process – including “road map” on how business case will progress and input needed from Peel Team
- TTHC Review of TfGM Busway data.

Please let me know if there are any other points that would like to discuss at the meeting.

Kind Regards

[REDACTED]
Associate Director

Turley

[REDACTED]

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From: [REDACTED]

Sent: 24 November 2021 11:03

To: [REDACTED]

Cc: [REDACTED]

[REDACTED]

[REDACTED]

Subject: RE: Mosley Common - Notes of 8 Nov 2021 Meeting with Peel / TfGM / WMBC

Hi [REDACTED],

We are still waiting for confirmation of the proportion of new dwellings in the masterplan that will fall within 400m and also 800m walking distance of the existing Guided Busway stops at Sale Lane and Newearth Road?

Without this information we are unable to update our initial analysis of a potential business case for a new stop.

Regards

[REDACTED]

From: [REDACTED]

Sent: 11 November 2021 10:46

To: [REDACTED]

Cc: [REDACTED]

[REDACTED]

[REDACTED]

Subject: Mosley Common - Notes of 8 Nov 2021 Meeting with Peel / TfGM / WMBC

Hi [REDACTED],

Thank you for sharing the notes from the above meeting, we also now have the masterplan presentation.

We are seeking some further clarity on the presentation, would it be possible for you to confirm the proportion of new dwellings in the masterplan that will fall within 400m and also 800m walking distance of the existing Guided Busway stops at Sale Lane and Newearth Road?

Regards

[REDACTED]

[REDACTED]

Transport Strategy Officer

Transport for Greater Manchester

2 Piccadilly Place, Manchester M1 3BG

www.tfgm.com

Currently working from home

[REDACTED]

From: [REDACTED]

Sent: 09 November 2021 18:09

To: [REDACTED]

Subject: FW: Mosley Common - Notes of 8 Nov 2021 Meeting with Peel / TfGM / WMBC

Hi [REDACTED],

Resending the email below, as I typed your email address wrong.

Kind Regards

[REDACTED]

[REDACTED]

Senior Planner

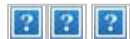
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From: [Redacted]

Sent: 09 November 2021 18:06

To: [Redacted]
[Redacted]
[Redacted]
[Redacted]
[Redacted]
[Redacted]
[Redacted]

Subject: Mosley Common - Notes of 8 Nov 2021 Meeting with Peel / TfGM / WMBC

Hi All,

Thank you for your time at yesterday's meeting. I hope all found it useful; we certainly did at our end. Please find attached a note of the meeting. The main actions arising are:

- Turley to share masterplan presentation
- TTHC to pull together a note on the information required from TfGM to prepare a "light-touch" business case
- TfGM to provide patronage data for the guided busway
- TfGM to provide a "road map" for how the business case will progress. This is to include information on the governance process that would enable TfGM to approve the business case
- Peel / Northstone to liaise with TfGM to arrange a further update meeting during the first week of December.

Kind Regards



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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: North of Mosley Common - busway discussion
Date: 04 October 2021 17:08:17
Attachments: [image001.jpg](#)

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[REDACTED] – unfortunately I can only do the Friday of those 3 slots.

[REDACTED]
[REDACTED]
[REDACTED]
Bus Network Performance Manager
Transport for Greater Manchester
2 Piccadilly Place
Manchester
M1 3BG

From: [REDACTED]
Sent: 04 October 2021 16:29
To: [REDACTED]
[REDACTED]
Cc: [REDACTED]
Subject: RE: North of Mosley Common - busway discussion
Hi [REDACTED]
I'm fine for any of those three.
Regards
[REDACTED]

From: [REDACTED]
Sent: 04 October 2021 16:15
To: [REDACTED]
[REDACTED]
Cc: [REDACTED]
Subject: RE: North of Mosley Common - busway discussion
Hi all,
I will try again! Can you make any of the times below:

- Tues 19 Oct: 4-5pm
- Wed 20 Oct: After 3.30pm
- Fri 22 Oct: 12-1

Thanks
[REDACTED]

From: [REDACTED]
Sent: 04 October 2021 14:50
To: [REDACTED]
[REDACTED]
Cc: [REDACTED]
Subject: RE: North of Mosley Common - busway discussion

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Hi [REDACTED],

Sorry those are both times in my avoid list... I hope you didn't read it as an available list?

[REDACTED]
Senior Transport Strategy Officer
Transport for Greater Manchester
2 Piccadilly Place, Manchester, M1 3BG

[REDACTED]
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From: [REDACTED]
Sent: 04 October 2021 12:53
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: North of Mosley Common - busway discussion

Are you available for a 1 hour meeting at any of the following times:

- Wed 13 October, 10-11
- Fri 15 October, after 2.30.

Thanks

From: [REDACTED]
Sent: 04 October 2021 11:40
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: North of Mosley Common - busway discussion

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Hi [REDACTED],

We have nominated [REDACTED] to be the lead for the discussions about the busway and I had sent Peel some options for dates for a discussion. Is this parallel to that or in place of?

Availability wise, my diary is reasonably flexible at the moment. So it is easier to say which meetings I can't move than list the times I'm OK. So if you could avoid

Thu 7th PM

Fri 8th AM and PM

Monday 11th PM

Wed 13th AM

Fri 15th AM and PM

Kind regards,

[REDACTED]
Senior Transport Strategy Officer
Transport for Greater Manchester

2 Piccadilly Place, Manchester, M1 3BG

[REDACTED]

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From: [REDACTED]

Sent: 04 October 2021 09:54

To: [REDACTED]

Cc: [REDACTED]

Subject: North of Mosley Common - busway discussion

Hi [REDACTED],

As you are aware, Peel are proposing to submit a planning application for land at Mosley Common (1,100 homes) in early 2022 ahead of the PfE examination.

We have entered a Planning Performance Agreement with Peel with a number of meetings scheduled, with the next one on 1 November.

Prior to this meeting, we will need to engage with TfGM further on the LSM busway implications, which as discussed previously include a potential new vehicular crossing and/or the closure of the existing City Road crossing etc.

Please can you advise who are the most appropriate people at TfGM for us to meet on this (I assume yourself and any busway colleagues) and inform us of your general availability over the next 2-3 weeks. A number of us are on leave during half term week (w/c 25 Oct). The meeting will be with [REDACTED] (Dev Mgt), [REDACTED] (Network Management), [REDACTED] and myself at our end.

Happy to discuss further.

Thanks

[REDACTED]

Strategic Planning Team Leader

Places Directorate Economy and Environment

Wigan Council

Wigan Life Centre (South site), College Avenue, Wigan WN1 1NJ

[REDACTED]

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H0HXjJ72lX5quiy9Mhr1BlrwZVvOjUXKjtttXRidrLkular1v34zJDjduuOOGTCxfVldstKOOGGMIKa5x0HPfahWHe3vjdMI5lenurey2jNqyltelUS4

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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: North of Mossley Common potential LSM Busway stop
Date: 23 July 2020 17:30:27

Hi [REDACTED]

The shared facility for pedestrians and cyclists running alongside the LSM guided busway at the Mosley Common GMSF allocation is lit, hard-surfaced and most importantly provides a strong connection between the existing Sale Lane and Newearth Road LSM guided busway stops. The existing stops, situated to the east and west of the allocation, are located approximately 1.5km apart

The indicative masterplan provided by Peel, in addition to the allocations existing public right of way network, can provide a good indication of likely walking distances from the various parcels of land expected to come forward at the allocation. Housing density information, taken from the viability data provided by Three Dragons, can be used to forecast the amount of properties expected at the various parcels. Please see below assessment:

North West parcel

Expected to provide up to 300 properties. The existing stop to the west can be accessed via Mort Lane / Mosley Common Road or existing PRow network / Wellington Drive – the distances are approximately 800 / 900 metres. A new stop at the centre point of the site would not benefit occupants of this parcel.

West parcel

Expected to provide up to 150 properties. The existing stop to the west is located approximately 400 metres from this parcel. There is no proposed connection through the site. This may be because the stop can be accessed from Wellington Drive / Mosley Common Lane. A new stop at the centre point of the site would not benefit occupants of this parcel.

North / North East parcel

Expected to provide up to 300 properties. The existing stops to the east and west are located approximately 1 kilometre from this parcel. This distance would be drastically reduced to approximately 300 metres by the creation of a new stop at the centre point of the site.

South West (immediately adjacent to LSM guided busway)

Expected to provide up to 100 properties. The existing stop to the west can be accessed via Mosley Common Road – this distance is approximately 900 metres. The distance would be approximately 300 metres by the creation of a new stop at the centre point of the site.

South East (immediately adjacent to LSM guided busway)

Expected to provide up to 100 properties. The existing stops are located approximately 1 kilometre from the parcel. The distance would be drastically reduced by the creation of a new stop at the centre point of the site (approximately 200 metres)

South West / South East parcels

Expected to provide up to 150 properties. The existing stops are located over 1 kilometre from the parcels. The distance would be drastically reduced by the creation of a new stop at the centre point of the site (approximately 400 metres).

As detailed in the above assessment, 650 of the 1100 properties expected to come forward on the allocation would directly benefit from an additional stop on the LSM guided busway. Significant reductions in distance and journey time as a result of new infrastructure will undoubtedly increase the appeal of LSM services to many future occupants, and may convince them travel sustainably, instead of by car.

Regards

[REDACTED]

Principal Transport Planner

Economy and Skills

Wigan Council

Wigan Life Centre South, College Avenue, Wigan, WN1 1NJ

[REDACTED]

[REDACTED]
www.wigan.gov.uk
www.twitter.com/wigancouncil
www.facebook.com/WiganCouncilOnline

From: [REDACTED]
Sent: 23 July 2020 12:49
To: [REDACTED]
Subject: North of Mossley Common potential LSM Busway stop

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Hi [REDACTED],

You recently mentioned you had done some work on walking distances to the potential LSM Busway stop and the two existing stops. Could you send across anything you have done as soon as possible – I have just spoken to our appraisal team who are hoping to finish their work on this, this week so the sooner the better.

Regards

[REDACTED]
[REDACTED]
Transport Strategy Officer
Transport for Greater Manchester
2 Piccadilly Place, Manchester M1 3BG
<https://clicktime.symantec.com/3GPCK9ernd2qtSh4PJDWbsC6H2?u=www.tfgm.com>
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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: POG Minutes/Actions 04.02.2019 - TfGM Consultant Brief
Date: 08 February 2019 14:25:39

Hi [REDACTED]

We really welcome this study as we are feeling somewhat light on evidence around traffic impacts in particular. We have five sites, two of which are probably appropriately considered together. The position at each is as follows:

- **Policy GMA 51 West of Gibfield** – Small site, 700 homes, 45,000 sqm employment that is covered to some extent by modelling done as part of Housing Infrastructure Fund, as is the whole east-west growth corridor from Bolton to Wigan but we need to meet to understand the position on this, timeframe and anticipated outputs. We will do this in-house shortly.
- **Policy GMA 47 Land South of Pennington and Policy GMA 50 Pocket Nook** – Large / very large sites in combination, 160,000 sqm employment floorspace, 600 homes. Whilst a lot of transport modelling is being done in Golborne and Lowton this is not taking into account these two GMSF sites, as it has been agreed that this sits outside the scope of the G/L Infrastructure Assessment work. There is synergy however between this and modelling required to support Pocket Nook and South of Pennington as the mitigation solutions that are agreed in G/L (through the GLIA work) will need to be factored into the GMSF modelling. There is a potential issue over timing though, albeit TfGM will just need to coordinate this at their end. HFAS are currently modelling 7 mitigation measures in G/L and are to provide modelling outputs for all by mid-March (but drip feed to us on a weekly basis).
- **Policy GMA 48 M6 Junction 25** – Large / Very large employment site, 140,000 sqm employment floorspace - DB Symmetry has submitted an initial TA in support of their planning application and are currently revising it following feedback from the council and TfGM. We will need to understand what more if anything is needed. Initial baseline work on the western approaches to Wigan was completed last year but not continued due to uncertainty around the allocations. The issue of making junction 25 all-ways, as identified in the delivery plan, needs modelling.
- **Policy GMA 49 North of Mosley Common** – Large site, 1,200 homes. There have been TAs for the nearby Garrett Hall (Peel, housebuilders) and Maxilead sites with £1.1m secured through s106s to improve the junction of Mosley Common Road with the A580, which is three-quarters in Salford City but there is no transport information on the GMSF site. The capacity of the Guided Busway also needs to be factored in.

Getting an appropriate transport evidence base is a priority for us over the coming months and we will be happy to provide any information needed and assist in other ways if needed. It might be useful to have a conversation around this at some point soon. I was going to raise these issues at POG but you beat me to it, so thank you but we just need to ensure that we know what we are getting and what if anything more we need to do.

Thanks and regards

[REDACTED]

From: [REDACTED]
Sent: 06 February 2019 14:34
To: [REDACTED]
Subject: FW: POG Minutes/Actions 04.02.2019 - TfGM Consultant Brief
[FYI and discussion](#)

From: [REDACTED]
Sent: 06 February 2019 13:33
To: [REDACTED]

[Redacted]

Cc: [Redacted]

Subject: RE: POG Minutes/Actions 04.02.2019 - TfGM Consultant Brief

Dear all,

Please find attached a draft brief for transport consultant support for the next GMSF stages. As well as letting me have your comments on the draft brief attached, I would be grateful if you could let me know by the end of the week:

- The **name and number of sites** you will need TfGM/Consultants support with for Part 5 Task 3 of the brief. This refers to the number of sites where there has been very little work done to understand the transport impacts. Please can you give me the GMSF name and reference number for each site relevant in the following categories:
 - Very small site (<100 homes)
 - Small site (100-500 homes)
 - Large site (500-1500 homes)
 - Very large site (>1500 homes)

At a broad level, we envisage that the following information will be needed for each site:

- Likely trip generation and mode shares
- Proposed highway access
- Impact on surrounding roads and junctions
- Public transport access and capacity
- Walking and cycling connections
- Parking
- Likely local cumulative impact and proposed outline mitigation

So if this is all sorted for a site, our role will just be to collate into a standard consistent format, but if there is missing information and you want the consultant commission to help you obtain that information then please make sure you flag those sites as needing action under Part 5 Task 3 of the brief as requested above.

Please note, I haven't yet shared the brief with our procurement team and it is an early draft, so it is likely that there will be more changes to come that will need to be incorporated. I thought it would be helpful to check with you first that we are along the right lines.

Please note I'm not in the office this week with sporadic access to email, but I'll do my best to respond to any queries.

Many thanks,

[Redacted]

Senior Transport Strategy Officer
Transport for Greater Manchester

[Redacted]

From: [Redacted]

Sent: 05 February 2019 14:08

To: [Redacted]

[Redacted]

[REDACTED]

Subject: POG Minutes/Actions 04.02.2019

Hi all,

Please find minutes/actions for yesterday's meeting attached.

Kind regards,

[REDACTED]

Planning and Housing Support
Greater Manchester Combined Authority

[REDACTED]

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