

[REDACTED]

From: [REDACTED] <>
Sent: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: M42 Junction 10 employment site - public transport strategy

OFFICIAL

Hi David

Many apologies for the delay in replying.

Looking at your diagrams, the proposed turning point is in a good location for the development vis-à-vis the A5 trunk road (for the convenience of users and without undue inconvenience to through passengers), subject to the design being such that all types of buses are able to make the turn into the bus turning circle and align to the bus stop, it appears would be acceptable to Warwickshire County Council. It will be expected that a shelter and associated equipment will be provided by the developer for the convenience of intending passengers.

The 'pump priming' s106 bus service provision is normally requested for a 5 year period, to ensure that best possible use is made to sustain the bus service into the future.

Regards

[REDACTED]

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: M42 Junction 10 employment site - public transport strategy

Hi Clive,

This is the email with all the information for the M42 employment site.

I look forward to hearing from you.

Kind regards,

[REDACTED]

Principal Transport Planner

Tetra Tech

4th Floor, Rotterdam House, 116 Quayside, Newcastle Upon Tyne, NE1 3DY

Tel: +44 191 249 9816

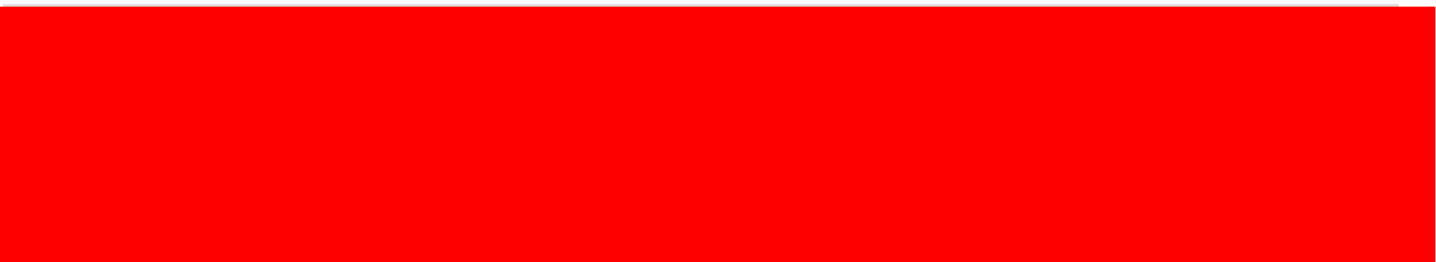
Mob: +44 7966298053

tetratecheurope.com

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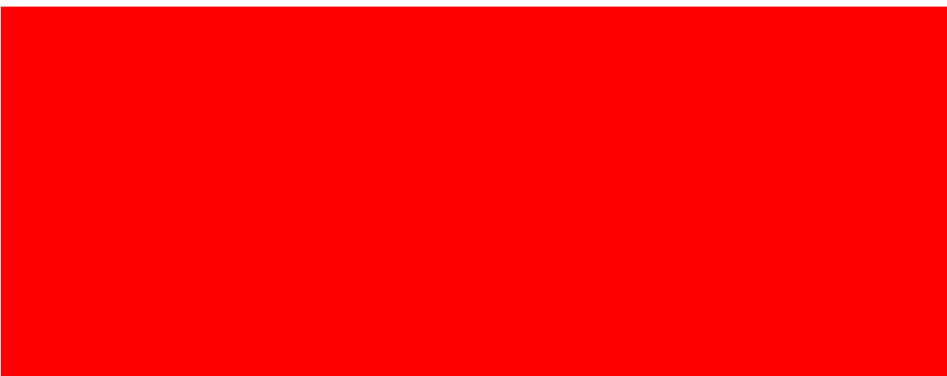


Good to discuss this scheme with you before.

Along with the original email below and attachments above, I have attached a site masterplan which shows the location of the proposed bus turning area. As stated below, the diversion distance to the turning area and back to the A5 for the 766 and 767 services is 400m and will have a minimal impact on existing patronage which has allowed us to reach agreement with Stagecoach on our strategy.

It would be great to get WCC's formal approval of the strategy as we discussed on the phone and I look forward to hearing from you.

Kind regards,



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