

A57 Link Roads TR010034

8.4 Draft Statement of Common Ground with Transport for Greater Manchester

APFP Regulation 5 (2)(q)

Infrastructure Planning (Applications: Prescribed
Forms and Procedure) Regulations 2009



Infrastructure Planning

Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

A57 Link Roads Scheme

Development Consent Order 202[x]

8.4 DRAFT STATEMENT OF COMMON GROUND WITH TRANSPORT FOR GREATER MANCHESTER

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Author:	A57 Link Roads Scheme Project Team, Highways England

Version	Date	Status of Version
Rev 1.0	June 2021	DCO Application

DRAFT STATEMENT OF COMMON GROUND

This Draft Statement of Common Ground has been prepared and agreed by (1) Highways England Company Limited and (2) Transport for Greater Manchester

Signed..... *To remain draft until examination*
Name (1)
Project Manager
On behalf of Highways England
Date:

Signed.....
Name (2)
Position (2)
On behalf of Transport for Greater Manchester
Date:

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1. Introduction

1.1 Purpose of this document

- 1.1.1 This Statement of Common Ground ("SoCG") has been prepared in respect of the proposed A57 Link Roads scheme (previously known as Trans-Pennine Upgrade) ("the Application") made by Highways England Company Limited ("Highways England") to the Secretary of State for Transport ("Secretary of State") for a Development Consent Order (DCO) under section 37 of the Planning Act 2008 ("the Act").
- 1.1.2 This SoCG does not seek to replicate information which is available elsewhere within the Application documents. All documents are available in the deposit locations and/or the Planning Inspectorate website.
- 1.1.3 The SoCG has been produced to confirm to the Examining Authority where agreement has been reached between the parties to it, and where agreement has not (yet) been reached. SoCGs are an established means in the planning process of allowing all parties to identify and so focus on specific issues that may need to be addressed during the examination.

1.2 Parties to this Statement of Common Ground

- 1.2.1 This SoCG has been prepared by (1) Highways England as the Applicant and (2) Transport for Greater Manchester.
- 1.2.2 Highways England became the Government-owned Strategic Highways Company on 1 April 2015. It is the highway authority in England for the strategic road network and has the necessary powers and duties to operate, manage, maintain and enhance the network. Regulatory powers remain with the Secretary of State. The legislation establishing Highways England made provision for all legal rights and obligations of the Highways Agency, including in respect of the Application, to be conferred upon or assumed by Highways England.
- 1.2.3 Transport for Greater Manchester (TfGM) is the local government body responsible for delivering Greater Manchester's transport strategy and commitments.

1.3 Terminology

- 1.3.1 In the tables in the Issues chapter of this SoCG, "Not Agreed" indicates a final position, and "Under discussion" where these points will be the subject of on-going discussion wherever possible to resolve, or refine, the extent of disagreement between the parties. "Agreed" indicates where the issue has been resolved.
- 1.3.2 It can be taken that any matters not specifically referred to in the Issues chapter of this SoCG are not of material interest or relevance to, and therefore have not been the subject of any discussions between the parties. As such, those matters can be read as agreed, only to the extent that they are either not of material interest or relevance to TfGM.

2. Record of Engagement

2.1.1 A summary of the meetings and correspondence that has taken place between Highways England and TfGM in relation to the Application is outlined in Table 2-1.

Table 2 1: Record of Engagement between Highways England and TfGM

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)
11 July 2016	Stakeholder Engagement Workshop	An early engagement workshop with all relevant stakeholders to discuss the challenges and objectives of the A57 Link Roads development, a review of the elements of programme and issues, the delivery process, potential for early delivery of package elements, Hollingworth and Tintwistle.
1 May 2018	Steering Group Meeting	A scheme update was provided, with queries on traffic figures and the format of consultation on the traffic figures. Stakeholders requested to receive the traffic data prior to the release of the information to the public. There were discussions around the Local Impact Report and an update was provided on air quality and noise.
4 November 2020	HE Email	S42 consultation letter
23 November 2020	Meeting	A meeting with TfGM to discuss urban traffic control and traffic modelling specifically at Mottram Moor junction, Woolley Bridge junction and Gun Inn junction. Discussions around M67 J4 to be undertaken at a later date.
30 November 2020	TfGM Email	Land Interest Questionnaire completed
30 November 2020	Meeting	A meeting with TfGM to discuss urban traffic control and traffic modelling at M67 junction 4 roundabout. An alternative junction design is proposed, to include a cut-through to accommodate the dominant flow of traffic from east to west onto the motorway.
17 December 2020	TfGM Email	Email to HE providing UTC's proposed concept layout for the A57 Mottram Bypass/Mottram Moor junction for HE's consideration.
16 December 2020	HE Email	Requested that land interest information was resent due to a problem with the privacy settings.
13 January 2021	HE Email	Email providing a sketch proposal for the Pegasus crossing to the west of Mottram Moor, and a request for comments from TfGM.
21 January 2021	HE Email	Screenshot of bus stop relocations on Mottram Moor to be discussed, and proposed junction.
26 January 2021	Meeting	A meeting with TfGM to discuss the relocation of bus stops, including consideration of an additional bus stop, and potential improvement of bus stops at Carrhouse Lane/Mottram Moor.

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)
1 February 2021	TfGM Email	Requested a drawing showing the latest proposal for Mottram Moor, to be included in TfGM's consultation with the bus operators regarding the two bus stops on Mottram Moor.
2 February 2021	HE Email	Drawing showing the proposals for Mottram Moor.
8 March 2021	TfGM Email	Email stating that a response from Stagecoach has been provided and they have no objections to the removal of the two bus stops on Mottram Moor. Also noting that Stagecoach asked about the potential impacts on the Roe Cross Road/Old Road stops as they are used as a service timing point
8 March 2021	HE Email	Response regarding the bus stops on Roe Cross Road stating that they will be impacted by the works and temporary relocation will be required during construction. Also noting that in the permanent scenario the intention is that they are returned to the same layout as existing and that this will be discussed further during detailed design.
8 March 2021	TfGM Email	Acknowledgement of above email and confirmation that HE response will be passed on to Stagecoach.
15 March 2021	Meeting	A meeting with TfGM to discuss the location of TfGM assets and associated issues
30 March 2021	HE Email	Email requesting that TfGM replies to previous HE email of 13 January 2021 to confirm it is happy with the proposed Pegasus crossing to the west of Mottram Moor.
30 March 2021	TfGM Email	Email confirming the preliminary layout for the Pegasus crossing is acceptable to UTC and suggesting some potential amendments. TfGM noted that the proposal can be refined at the detailed design stage.

Note: All meetings were set up by Outlook/Teams invitations which are not included in the table above.

- 2.1.2 *It is agreed (to be confirmed)* that this is an accurate record of the key meetings and consultation undertaken between (1) Highways England and (2) TfGM in relation to the issues addressed in this SoCG.

3. Issues

3.1 Issues related to Highway Design

Table 3 1: Issues related to Highway Design

Highway design	Sub-section	TfGM Comment	Highways England Response	Status
Highway Design	Gun Inn Junction	The Consultee agrees improvements needed to Gun Inn Junction due to the demand for pedestrian facilities in the area and suggested it would link into surrounding residential areas to schools/other housing estates. The Consultee expressed concerns with lack of space and accommodating pen/waiting areas.	The Applicant has examined the signaling at the Gun Inn Junction to support pedestrian crossings.	Agreed
	M67 Junction 4 Roundabout	The Consultees developed a traffic model (LinSig) for the roundabout. The main concern is storage on Arm 17, particularly during peak times. An area was identified that could provide additional space and changes need to be made to the stop line. The Consultee agrees that this would suffice in terms of queue capacity, with a total of 50m.	The Applicant has redesigned the roundabout with regard to this advice.	Agreed
	M67 Junction 4 Roundabout	The Consultee proposes an alternative design, similar to a T-Junction, where a cut through to the motorway is proposed. The Consultee is to run this model and share with the Applicant. The Consultee highlights that this would change the Scheme identified at public consultation.	The Applicant has altered the design to a cut through arrangement in agreement with TfGM.	Agreed
	Mottram Moor Junction	The Consultee is including a right turn as a worst-case scenario is traffic modelling. TfGM states fundamental layout works well, however minor amendments are required (i.e. stop lines) – further feedback to be provided middle of December.	The Applicant has amended the layout of the Junction with regard to the consultation.	Agreed
	Woolley Bridge Junction	The Consultee would expect separate triangle island, advises a refuge would be sufficient at minimum 2m width. Tying this into farm property is to be reviewed. TfGM anticipates this would be beneficial for traffic	Following this discussion, the Applicant has amended the traffic island design in this location.	Agreed

Highway design	Sub-section	TfGM Comment	Highways England Response	Status
		carrying on to the estate.		
	Network along A57 Link Road	The Consultee enquires about whether there is any intention of installing a fibre network along the A57 Link Road.	The Applicant confirms that there will be no fibre network installation. Only copper network on M67 and 4G/ GSM comms network will be used for the new HE equipment associated with the Scheme.	Agreed
	HE access to TFGM CCTV data	The Consultee stated that a separate project is being completed regarding the sharing of technology and CCTV between HE and TfGM	The Applicant will consider further as part of the Detailed Design development.	Agreed
	Location of TfGM equipment	TfGM set out its technological asset requirements with regards to observation of the Scheme.	The Applicant requested a detailed schematic later in the design process but agrees in principle.	Agreed
	Procurement of equipment	The Consultee confirmed that it would be responsible for the supply and installation of the technology assets listed.	The Applicant confirmed that it would install the bases for the equipment as required.	Agreed
	Layout of Pegasus crossing on Mottram Moor	The Consultee confirmed that the preliminary layout for the Pegasus crossing is acceptable to UTC. The preference would be to move the crossing as far west as possible to achieve 100m between the east bound stop line and the stop line at the junction, whilst maintaining the 20m distance to the car park exit. In addition, the lead up to the holding area on the southern side could be more gradual removing the hair pin turn. The Consultee noted that the details can be refined at the detailed design stage.	The Applicant will discuss with the Consultee further during the detailed design process.	Agreed
	Layout of A57 Mottram Bypass / Mottram Moor Junction	The Consultee provided a proposed concept layout for the A57 Mottram Bypass / Mottram Moor junction for the Applicant's consideration.	The Applicant has updated the design to match these proposals.	Agreed
	Location of bus stops	The Consultee confirmed that Stagecoach have no objection to the removal of the two bus stops on Mottram Moor, however they queried the potential impacts on the	The Applicant confirmed that the two bus stops on Roe Cross Road will be temporarily impacted by the works	Agreed

Highway design	Sub-section	TfGM Comment	Highways England Response	Status
		<p>Roe Cross Road/Old Road bus stops as they are used as a service timing point.</p>	<p>and will be temporarily relocated during construction, but in the permanent scenario the intention is that they are returned to the same layout as existing. This will be discussed further during detailed design.</p> <p>The Applicant also confirmed that the bus stop on Stalybridge Road will not be affected by the Scheme but that further communication will be provided as works are developed to improve the detrunked highway through Mottram.</p>	

Appendix A. Correspondence and Meeting Minutes

Meeting minutes

- 1 May 2018 – Trans-Pennine Upgrade Meeting
- 23 November 2020 – Urban traffic control
- 30 November – M67 Junction 4
- 26 January 2021 – Bus stops
- 15 March 2021 – New assets

Emails

- 30 November 2020 – Land interests
- 16 December 2020 – Land interests

Trans-Pennine Upgrade – Steering Group Meeting
 Tuesday 01/05/2018
 Highways England office, Manchester Piccadilly

Attendees:

[Redacted list of attendees]

Apologies:

[Redacted list of apologies]

Item no.	Notes/actions	Action owner
1	Introductions and housekeeping [Redacted]	
2	Agenda [Redacted] – [Redacted] asks for programme overview.	
3	H&S moment [Redacted] stress.	
4	Review of previous minutes [Redacted].	
5	Scheme update [Redacted] <ul style="list-style-type: none"> a) Delays to GI due to weather, ground conditions, HE have met with numerous land owners. b) Old Hall Lane – residents’ group formed. Meeting with MP and Tameside 11th of May at 17:30 in Hyde Town Hall. c) Met local MP’s and continued stakeholder engagement. d) Undertook traffic counts in Derbyshire. e) Information sharing exercise in summer. To present Traffic, Air Quality and Noise figures. f) Planned June 18th for 4 weeks still to be finalised. 	
6	[Redacted] - Will the traffic figures presented in the summer be the final traffic figures? [Redacted] – Yes.	
8	[Redacted] – Asked about queue lengths in the area. [Redacted] indicated that figures will be presented as part of the summer information sharing.	
9	[Redacted] – Asked on the format of consultation? [Redacted] confirmed two public events, currently considering material to be presented/displayed likely to be in brochure format.	

10	█ – Request that traffic data and queue data is shared with stakeholders prior to information event.	
11	█ – explains when key data will be available and asks if any alternate data is required.	
12	█ – Will Operational Assessment include journey times? █ – Yes it will be included.	
15	<ul style="list-style-type: none"> a) █ – Asks when does the Local impact report get submitted? (Written by stakeholders). b) █ – Indicates that it can be submitted after DCO submission set by PINS, usually two months after submission. i.e. mid-October. c) █ – bulk of this information is drawn from the PEIR currently available online. d) Draft Environmental statement to submitted end of June – signed off version submitted as part of the DCO submission (September). 	
17	█ – Indicates that the approval process for the Local impact report can take. 2-3 months dependent upon committee dates.	
21	█ – explains inquiry type and method, topics covered – written response.	
22	<p>█ provides consultation overview</p> <ul style="list-style-type: none"> a) Glossop event – subject to poor weather (snow). Low attendance b) No. of responses. To material provided c) Next steps data processing, review design, consultation report writing. d) General positivity around the scheme from public. 	
23	█ – Provides overview on how consultation has changed design for landowners, gives examples.	
24	<p>█ – ask will Statutory Consultation compare to Non-Statutory Consultation.</p> <p>█ – █ report separate to NSC of March 2017. Scheme different, difficult to compare.</p>	
28	<p>█ – Indicates that he is aware of small group discussions arising after consultation period.</p> <p>█ – Confirms HE are of the group that relate to issues around length of tunnel.</p> <p>█ – states the length of tunnel 190m to 140m? █ gives reasoning.</p>	
34	<p>█ gives traffic presentation</p> <ul style="list-style-type: none"> a) Used regional traffic model, validated in December. b) VDM used – issues with model compliance, draft numbers constantly updating numbers. First use of model. c) VISSIM op assessment. d) 3D queue information being developed, only includes Mottram to date. Not fully to Westwood. e) A57 corridor assessed (traffic counts). 7 jnc assessed in Linsig? Yes, all signalised jnc. Rbts etc. f) █ – Highlights that item e is in response to █ comment 23rd January █ meeting. 	
40	█ – Can we share break down figures? █ – Yes, share once signed off likely to be by mid-May 2018	
47	█ – further visit at Barnsley with figures.	Arcadis
49	█ – Speak with DCC when Glossop junction modelled.	Arcadis
51	<p>█ – Ask how confident are Arcadis in the numbers presented?</p> <p>█ – States that 5/6 interaction of numbers and that we are happy with the model subject to █ sign off.</p>	
55	█ – Roads crossing park can Arcadis provide more detailed numbers, can we produce figures on other routes?	Arcadis
56	█ – Can we share the uncertainty log? LA's to check against what they have.	█
57	<p>█ provides update on Air quality and noise</p> <ul style="list-style-type: none"> a) Overview of PEIR from █ – updated from traffic figures. 	

	<p>b) Construction dust not an issue as measures will be put place to mitigate.</p> <p>c) Operational AQ increase in HGV% not an issue. Therefore, AQ won't raise above thresholds. Modelled 55 properties, modelled with scheme, no exceedances in AQ (NO₂ levels).</p> <p>d) Final figure AQ presented in ES.</p>	
58	<p>■■■■ – High Peak does not agree with AQ as Tintwistle on limit already. Not addressed these routes.</p> <p>■■■■ explains the three triggers used and the locations based upon previous traffic data. If figures change then additional locations will need to be assessed as pre the triggers.</p>	
60	<p>■■■■ – When AQN data produced Arcadis will share with stakeholder group prior to 18th of June.</p>	Arcadis
66	<p>Next meeting proposed week commencing 13th of August.</p>	

Meeting Notes

Project:	A57 TPU - A57 Link Roads		
Subject:	Urban Traffic Control Layouts and Modelling		
Meeting place:	Teams	Meeting no:	1
Date:	23 rd November 2020 at 9:30am	Minutes by:	██████████
Present:	██████████	Representing:	TfGM TfGM TfGM TfGM BBA BBA

ITEM	DESCRIPTION AND ACTION	RESPONSIBLE
1.	<p>Mottram Moor Junction</p> <p>████ states positive outcome of modelling – working within capacity in all scenarios based on layout provided. Also included a right turn as a worst-case scenario. █████ - inclusion of right turn due to existing Wooley Bridge downgrading to 20mph.</p> <p>████ queried whether consultation will affect any junctions – █████ confirms only proposals discussed with the TMBC NMU forum and multiuser facilities.</p> <p>████ to provide feedback comments (via sketch) – requires tweaking to islands and compacting, but the fundamental layout works well. Some minor amendments required (e.g. stop lines). █████ advised main constrain is northern arm being tight. █████ to provide comments middle of December.</p>	████ to provide further comments mid-December

Next meeting:	30th November 2020	Distribution:	Internal
Date issued:	23 rd November 2020	File Ref:	HE551473-BBA-HTS-A57_AL_SCHEME-MI-TR-000001

NOTE TO RECIPIENTS:

Your agreement that the notes form a true record of the discussion will be assumed unless adverse comments are received in writing within five days of receipt.

ITEM	DESCRIPTION AND ACTION	RESPONSIBLE
2.	<p>Woolley Bridge Junction</p> <p>■■■ assumed worse-case scenario when updating the Linsig model. There is a benefit of running left turn (from A57) and right turn (towards A57) at the same time.</p> <p>■■■ would expect a separate triangle island. ■■■ advises a refuge would be sufficient, minimum 2m width. ■■■ concerned how this would tie into farm property to be reviewed and picked up next week.</p> <p>■■■ advised this may be beneficial for traffic carrying on straight to the estate.</p>	■■■
3.	<p>M67 J4 Roundabout</p> <p>Agreement to address this next week</p>	
4.	<p>Gun Inn Junction</p> <p>■■■ states signals are proposed to be upgraded. However, there is no dedicated pedestrian facility. ■■■ asks when this would be done, and whether any modelling had been undertaken. ■■■ confirms the outline LINSIG model is being prepared and will subsequently be shared. ■■■ in agreement with the need for improvements due to the demand for pedestrian facilities in the area and suggests it would link the surrounding residential areas to schools/other housing estates.</p> <p>■■■ notes that from the NMU forum, it was established that the western side of J4 Roundabout was the most popular route, as the bridleway extends further north. Also noted safety concerns and lack of space. ■■■ in agreement – issue with accommodating pen/wating areas. States ■■■ will send over T-Junction requirements, and ■■■ will email modified models. All in agreement a site visit would be beneficial with NMU users, post lockdown.</p> <p>Next meeting agreed 30th Nov at 1pm.</p> <p>Feedback received from ■■■ on 23rd November.</p>	■■■ to arrange next meeting

Next meeting:	30th November 2020	Distribution:	Internal
Date issued:	23 rd November 2020	File Ref:	HE551473-BBA-HTS-A57_AL_SCHEME-MI-TR-000001

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Meeting Notes

Project: A57 TPU - A57 Link Roads	
Subject: M67 J4 Roundabout Modelling	
Meeting place: Teams	Meeting no: 2
Date: 30 th November at 1pm	Minutes by: [REDACTED]
Present: [REDACTED]	Representing: TfGM TfGM TfGM TfGM BBA BBA

ITEM	DESCRIPTION AND ACTION	RESPONSIBLE
1.	[REDACTED] has developed a LinSig model for M67 J4 roundabout – advised that all the links work for design year. Main issue is insufficient storage on Arm 17, particularly during peak times. Questions whether there is any potential to move the stop line forward to allow more storage in the reservoir. [REDACTED] states that, as per previous meeting, the hatched area could provide an extra few meters, and will consider it further. [REDACTED] states the stop line would need to be ideally up to the lane designation arrows. Agreement from [REDACTED] that this would suffice in terms of queue capacity, with a total of 50m.	
2.	[REDACTED] proposes an alternative junction design, as the dominant flow of traffic is from east to west, a cut through to the motorway could be included. [REDACTED] states that this has been trialled and was unsuccessful with the traffic entering from the side roads, so there is not enough room to accommodate free movement. [REDACTED] will discuss remodelling with [REDACTED] as a priority and forward Linsig model for check. [REDACTED] highlighted it may propose a significant change to public consultation. [REDACTED] to discuss remodelling with [REDACTED] on 2 nd Dec.	[REDACTED] to send model to [REDACTED] [REDACTED] to discuss this with [REDACTED]

Next meeting: [REDACTED]	Distribution: [REDACTED]
Date issued: ---	File Ref: HE551473-BBA-GEN-A57_AL_SCHEME-MI-TR-000002

NOTE TO RECIPIENTS:
Your agreement that the notes form a true record of the discussion will be assumed unless adverse comments are received in writing within five days of receipt.

Meeting Notes

Project:	A57 TPU - A57 Link Roads		
Subject:	Bus Stop Relocation		
Meeting place:	Teams	Meeting no:	1
Date:	26 th January at 3:00pm	Minutes by:	██████████
Present:	██████████	Representing:	TfGM BBA BBA

ITEM	DESCRIPTION AND ACTION	RESPONSIBLE
1.	Introduction ██████ delivers Scheme update, including de-trunking arrangements and traffic calming measures.	
2.	Current bus routes ██████ advises that during the day, buses use Back Moor to avoid the village and congestion on Mottram Moor, and states TfGM does not have patronage. Advises that the no. 237 bus stops are currently within laybys (one located near Carr House Lane, and one near Stalybridge Road). Suggests that these are removed, as it will be difficult to find an alternative location that does not impede views on neighbouring houses.	
3.	Additional bus stop ██████ asks ██████ whether an additional stop would be beneficial, if the bus route is permanently re-routed to Mottram Moor. ██████ advises it would depend on the footway and the future traffic flow. ██████ states that traffic would be significantly reduced, but the footway is narrow. ██████ advises that previous bus users would walk to the top of Stalybridge Road (as there is a catchment area off Back Moor) so this approach could be revisited. Would need to speak to the operators in terms of timings - advises this would be TfGM's responsibility. ██████ questions the process and timescales – ██████ states that they would undertake consultation with the operators after reviewing the proposals and alternative locations.	

Next meeting:	██████████	Distribution:	██████████
Date issued:	---	File Ref:	HE551473-BBA-GEN-A57_AL_SCHEME-MI-CH-000006

NOTE TO RECIPIENTS:

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4.	<p>Carr House Lane/Mottram Moor bus stop</p> <p>█ advises that the Carr House Lane bus stop is not currently protected with a clearway/box, and is positioned in front of terraced houses on Mottram Moor. █ suggests potential improvements for the two bus stops (located opposite each other, further east on Mottram Moor). Further states that segregated cycleways are proposed, therefore only one lane approaching the Gun Inn is required, which would facilitate proper provision/upgrade. █ advises a 'build out' design would be suitable.</p>	
5.	<p>Additional comments</p> <p>█ states that bus routes aren't fixed and can change routing, so some shelters are not currently in use (e.g. Hyde Road). Further adds that there won't be a change to routes using Mottram Moor and then turning right, until congestion is eased. █ advises that █ will liaise with █ service planning colleagues and bus operators to obtain feedback on current proposals.</p>	<p>█ to send preliminary design</p>

Next meeting: █	Distribution: █
Date issued: ---	File Ref: HE551473-BBA-GEN-A57_AL_SCHEME-MI-CH-000006

NOTE TO RECIPIENTS:

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Meeting Notes

Project: A57 TPU - A57 Link Roads		
Subject: TfGM Technology Requirements		
Meeting place: Teams	Meeting no: 1	
Date: 15 th March 2021 at 15:00	Minutes by: [REDACTED]	
Present: [REDACTED]	Representing: TfGM TfGM TfGM BBA BBA BBA BBA	

Next meeting: --	Distribution: Internal
Date issued: 16 th March 2021	File Ref: HE551473-BBA-TGN-A57_TN_SCHEME-MI-EC-000001

NOTE TO RECIPIENTS:
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ITEM	DESCRIPTION AND ACTION	RESPONSIBLE
1.	<p>Location of TfGM equipment</p> <p>■■■ shares a non-technical schematic with proposed locations of various equipment required by TfGM along the A57 Link Road.</p> <p>To summarise, TfGM would require the following equipment:</p> <ul style="list-style-type: none"> • 1 Automatic Traffic Counter (ATC)/ Area Control Centre (ACC) between M67 J4 and Old Mill Farm Underpass • 1 ATC/ACC between Carrhouse Lane Underpass and River Etherow Bridge • 2 Variable Message Signs (VMS) between M67 J4 and Old Mill Farm Underpass (same location as the ATC/ACC) • 2 VMS between Carrhouse Lane Underpass and River Etherow Bridge (before the ATC/ACC) • 3 CCTV cameras at M67 J4, Mottram Moor Junction and Woolley Bridge Junction respectively <p>Note: There would be 2 CCTV cameras at M67 J4 whereby one shall be controlled by Highways England (HE) and the other by TfGM.</p>	■■■ to provide detailed schematic at a later stage
2.	<p>Procurement route for equipment</p> <p>■■■ asks about the procurement route for equipment.</p> <p>■■■ confirms that TfGM will be responsible for the supply and installation of the technology assets via their designated specialist contractors.</p> <p>For the CCTV, the scheme will install the foundation bases. However, it is yet to be decided whether the scheme or TfGM will provide the CCTV Masts.</p>	Confirm CCTV mast procurement during Stage 5 design

Next meeting:	--	Distribution:	Internal
Date issued:	16 th March 2021	File Ref:	HE551473-BBA-TGN-A57_TN_SCHEME-MI-EC-000001

NOTE TO RECIPIENTS:

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ITEM	DESCRIPTION AND ACTION	RESPONSIBLE
3.	<p>Power supply and communications</p> <p>The existing power interface supplying the traffic signals at the Mottram Moor Junction and Woolley Bridge Junction will be used for the proposed CCTV cameras as well.</p> <p>■■■ indicated that the Traffic signals would be utilised to power the CCTV.</p> <p>Solar power will be used to supply the Traffic count equipment.</p> <p>■■■ confirms that 4G will be used for communications.</p>	<p>■■■ is to provide generic power load information and site data information for VMS.</p>
4.	<p>Network along A57 Link Road</p> <p>■■■ inquires about whether there is any intention of installing a fibre network along the A57 Link Road.</p> <p>■■■ confirms that there will be no fibre network installation. Only copper network on M67 and 4G/ GSM comms network will be used for the new HE equipment associated with the scheme</p>	
5.	<p>Data Access</p> <p>■■■ asks if HE would be able to get access to TfGM CCTV data.</p> <p>■■■ says that only TfGM would get access to the data. Although, the sharing of technology is currently being looked at as a separate project between HE and TFGM.</p>	

Next meeting:	--	Distribution:	Internal
Date issued:	16 th March 2021	File Ref:	HE551473-BBA-TGN-A57_TN_SCHEME-MI-EC-000001

NOTE TO RECIPIENTS:

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[REDACTED]
Sent: 17 December 2020 07:40

To: Trans_Pennine_Scheme <Trans_Pennine_Scheme@highwaysengland.co.uk>

Subject: RE: Highways England Response - A57 Link Roads Consultation

Thanks for getting back to me but due to the time delay I sent it back to Highways England instead.

From: Trans_Pennine_Scheme <Trans_Pennine_Scheme@highwaysengland.co.uk>

Sent: 16 December 2020 18:26

To: [REDACTED]

Cc: Trans_Pennine_Scheme <Trans_Pennine_Scheme@highwaysengland.co.uk>

Subject: Highways England Response - A57 Link Roads Consultation

[REDACTED]
Thank you for your email of 30 November 2020 to our scheme inbox regarding the A57 Link Roads project.

The return address is as follows:

2000 Cathedral Square,
Cathedral Hill,
Guildford,
GU2 7YL

It is possible that due to our privacy settings, the attachment within your original email may not have been sent properly. Please can I kindly ask that you re-send the attachment you referred to regarding nearby land assets.

Thank you for your interest in the A57 Link Roads scheme. If there is anything else we can help you with please email trans_pennine_scheme@highwaysengland.co.uk, or call the team on 0300 470 5103.

Kind regards,

[REDACTED]

[REDACTED]

A57 Link Roads

Regional Investment Programme (RIP) North West

Highways England | 3 Piccadilly Place | Manchester | M1 3BN

Mobile: [REDACTED]

Web: <http://www.highwaysengland.co.uk>

[REDACTED]
Sent: 30 November 2020 14:53

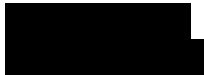
[REDACTED]
Subject: Area at A57, Mottram Ref LIQ/1510/2020

Hi

I have a completed land referencing document in respect of the above scheme, as the paperwork came to me scanned could you please confirm the return address as I don't have the pre paid envelope.

Whilst we have no land interests in that area I have included a plan of near-by land assets. As a transport body, we will also have road side assets such as traffic lights and signalling equipment in that area.

Regards



Transport for Greater Manchester
2 Piccadilly Place, Manchester, M1 3BG

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