
RE: External: Woodford - 3rd Bus Service Agreement

From Jane Chase <jane.chase@stockport.gov.uk>

Date Wed 1/7/2026 2:08 PM

To Harry Spawton <Harry.Spawton@nmrk.com>

Cc Suzanne Broomhead <suzanne.broomhead@stockport.gov.uk>; Kevin Brooks <kevin.brooks@stockport.gov.uk>; Ian Southwell <ian.southwell@slrconsulting.com>; James Gibbs <James.Gibbs@nmrk.com>; Jodie Farnill <Jodie.Farnill@nmrk.com>

Good afternoon Harry – thank you for your email below.

I can confirm that with the exception of the mechanism for securing the active travel measures, this now addresses our highway concerns. We will not be offering a highway witness at the inquiry and can discuss the mechanism as part of the round table talks on conditions and S106 obligations.

Can you please now issue a draft of the amended statement of common updated to reflect the above and the points in my email of 15th December 2025. It would be helpful if we can agree this before submission of proofs next week.

Kind regards

Jane Chase – Senior Planning Officer

Development Management
Growth - Services to Place
Stockport Council
Stopford House
Piccadilly
Stockport
SK1 3XE

TEL: 0161 474 3550

From: Harry Spawton <Harry.Spawton@nmrk.com>

Sent: 07 January 2026 12:56

To: Jane Chase <jane.chase@stockport.gov.uk>

Cc: Suzanne Broomhead <suzanne.broomhead@stockport.gov.uk>; Kevin Brooks <kevin.brooks@stockport.gov.uk>; Ian Southwell <ian.southwell@slrconsulting.com>; James Gibbs <James.Gibbs@nmrk.com>; Jodie Farnill <Jodie.Farnill@nmrk.com>

Subject: External: Woodford - 3rd Bus Service Agreement

Dear Jane,

Further to various emails, and a discussion between Ian Southwell and Kevin Brooks yesterday, I summarise below our current position in relation to active travel and the proposed 3rd Bus service.

1. **Active travel** – a revised set of active travel measure has been agreed between the parties, which is shown on the following plans:

- PD 12.1
- PD 12.2

- PD 12.3
- PD 12.4
- PD13

In terms of the mechanism for securing these works, we have suggested that this should be contained in a S106 Agreement, which we set out in our draft Heads of Terms issued to you on 15 December 2025. We are yet to receive your comments on the draft and would be grateful if you could respond before the end of this week.

2. The proposed 3rd bus service – I set out below a summary of the bus service for the 2nd Bus Service Agreement, and how this bus service will be enhanced by the 3rd Bus Service Agreement.

- You will see that Monday to Friday from Stockport an extra service is provided at 07:55 and 16:15, and the last service departs at 22:30 (previously 18:50).
- For Monday to Friday from Woodford an extra service is provided at 06:39, 08:40, 15:35 and 16:55, and the last service departs at 22:06 (previously 18:12).
- On a Saturday, the service remains hourly, starting after 08:00 in each direction, but the last service is now 22:30 from Stockport (previously 18:30) and 22:05 from Woodford (previously 18:07).
- The 3rd Bus Agreement also includes an hourly Sunday service, with services commencing after 09:45 from Stockport and 09:05 from Woodford, with the last hourly departure at 18:30 from Woodford and 18:20 from Stockport. There is an extra late service from Woodford on a Sunday which departs at 20:30.
- There are a few minor tweaks to the timings Monday - Saturday, with a few services starting circa 5 minutes earlier or later, but generally the timings remain broadly the same and the overall journey times are broadly comparable.
- For completeness I have attached all of the timetables for the 2nd Bus Service Agreement (Service 380) and the 3rd Bus Agreement (Service 377).

Harrow Estates is committed to supporting Service 377 - the 3rd Bus Service Agreement - for a period of 3 years at a cost of £225k per annum. This is considered to be the appropriate time to influence travel behaviour, particularly at a new development, and to allow the route to become self-sufficient. A period of 3 years allows people to establish a routine of travelling by bus, and hopefully by this point there will be sufficient patronage to allow the service to continue. In the event that the route is not successful after 3 years, support beyond this length of time is unlikely to further influence travel behaviour, and additional financial support at this point would serve little purpose.

Finally, in the event that the 3rd Bus service does not come forward as expected (prior to occupation), and as set out in the draft Heads of Terms, the Owner shall procure the delivery of the Extension Bus Service (Demand Responsive Transport) on the following basis:

- 2 x 16 seater mini-buses
- To operate Mon – Sat (07:00 – 19:00)
- To be secured for a minimum of [3] years.

I trust this responds to all your queries on these two matters and I would be grateful if you could confirm that we have reached a position that can be agreed in an updated SoCG.

I look forward to hearing from you soon.

Regards

Harry Spawton

Partner

Newmark [Planning and Development](#)

NEWMARK

m [+44 755 774 2362](#)

t [0161 259 0457](#)

Harry.Spawton@nmrk.com

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