

South-East Manchester Multi-Modal Strategy Refresh to 2040

Draft Strategy - Public Consultation Findings

February 2019

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This document has 45 pages including the cover.

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1. Introduction

Background of SEMMMS

- 1.1. The South-East Manchester Multi-Modal (SEMMM) Strategy was developed by Stockport Metropolitan Borough Council (SMBC) and Cheshire East Council (CEC) to set out their transport priorities. It was approved in 2001 and the authorities, along with other partners, have since been working to deliver identified SEMMM Strategy schemes.
- 1.2. Atkins are currently supporting both authorities to refresh the Strategy, looking ahead from the current conditions towards 2040. A key element in the development of the updated Strategy is public and stakeholder consultation.

Issues and Options consultation

- 1.3. Initial consultation to inform the development of the Strategy refresh was undertaken on the 'Issues and Options'. Consultation ran for Stockport residents in July 2017 (alongside the Stockport Local Plan consultation) and for Cheshire East residents in March 2018.
- 1.4. Views submitted by stakeholders and the public during these periods added insight and understanding of the key transport-related issues to the Strategy development process. Feedback from the Issues and Options consultation was reported at that time, and responses to that consultation are not included within this report.

Full Draft Strategy Consultation

- 1.5. Following the Issues and Options consultation, the development of the refreshed Strategy continued. A Draft Strategy document was produced in May 2018. In addition, a Key Messages document was prepared as a summary of the full text.
- 1.6. It is these documents which were the subject of full public consultation undertaken during summer 2018. This report details the responses received to that consultation.

Consultation objectives

- 1.7. The objectives of the consultation can be summarised as:
 - To gather views and opinions on the content of the Draft Strategy document;
 - To understand the acceptability of the proposed Strategy Vision, Objectives and Key Actions to the public and key stakeholders;
 - To understand the acceptability of the proposed Strategic Priorities to the public and key stakeholders; and
 - To understand the acceptability of the proposed Early Priorities to the public and key stakeholders.

2. Consultation Methodology and Materials

Consultation documents

- 2.1. Two documents were presented for comment as a part of this consultation:
- SEMMM Strategy Consultation Draft – 118 page full Strategy document; and
 - SEMMM Strategy Key Messages – 18 page summary document.

Consultation period

- 2.2. The consultation was conducted across an 8 week period, running from Monday 21st May 2018 to Monday 16th July 2018.¹

Online presence

- 2.3. The consultation utilised a dedicated webpage, setup on the previously-established SEMMMS website – www.semmms.info
- 2.4. The website has been live since the production of the original SEMMM Strategy and has been maintained in recent times to provide the community with updates on Strategy delivery, including progress on individual scheme implementation such as A6MARR.
- 2.5. A webpage was established on the website for this Draft Strategy consultation, with the homepage altered to promote the consultation as the main news item, visible when the website first loads.
- 2.6. On the consultation webpage, information was provided about the Strategy refresh process, as well as the dates of the public events (see sub-section below).
- 2.7. The website also provided the gateway for people to access to an online questionnaire (see sub-section below).

Questionnaire

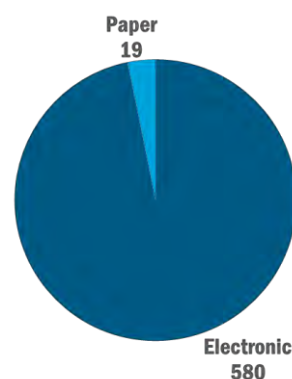
- 2.8. The primary tool used to gather feedback on the Draft Strategy was a questionnaire.
- 2.9. The questionnaire was hosted on the SMBC consultation portal, with a direct link from the www.semmms.info website. The consultation questionnaire covered some personal details, as well as questions related to the Strategy as follows:
- Personal Information Questions – Name? Email Address? Postcode? How often do you use various modes of travel?
 - To what extent do you agree with the Vision and Objectives identified for the refreshed SEMMM Strategy? – with 10 sub-questions related to the Key Actions.
 - To what extent to you agree with the Strategic Priorities (SP) identified for the refreshed SEMMM Strategy? – with 8 sub-questions related to each SP.
 - To what extent to you agree with the Early Priorities (EP) identified for the refreshed SEMMM Strategy?
 - Demographic Information Questions – What is your gender? Do you consider yourself to have a disability or a limiting long-term illness? What is your age? How would you define your ethnic group? How would you define your religion or belief?

¹ It was originally promoted as a six week period (running to Monday 2nd July), but extended by a fortnight to allow additional responses to be collected.

- 2.10. In addition to these closed questions, an opportunity to add open text comments was provided. This offered the chance for people to add further information which can help better explain their response to the closed questions.
- 2.11. As an alternative to the online questionnaire, an equivalent paper version was made available at the public events (or otherwise by request). These could be returned to the Strategy development team either directly at a public event, or via staff at public libraries within the Strategy area.

Response rate

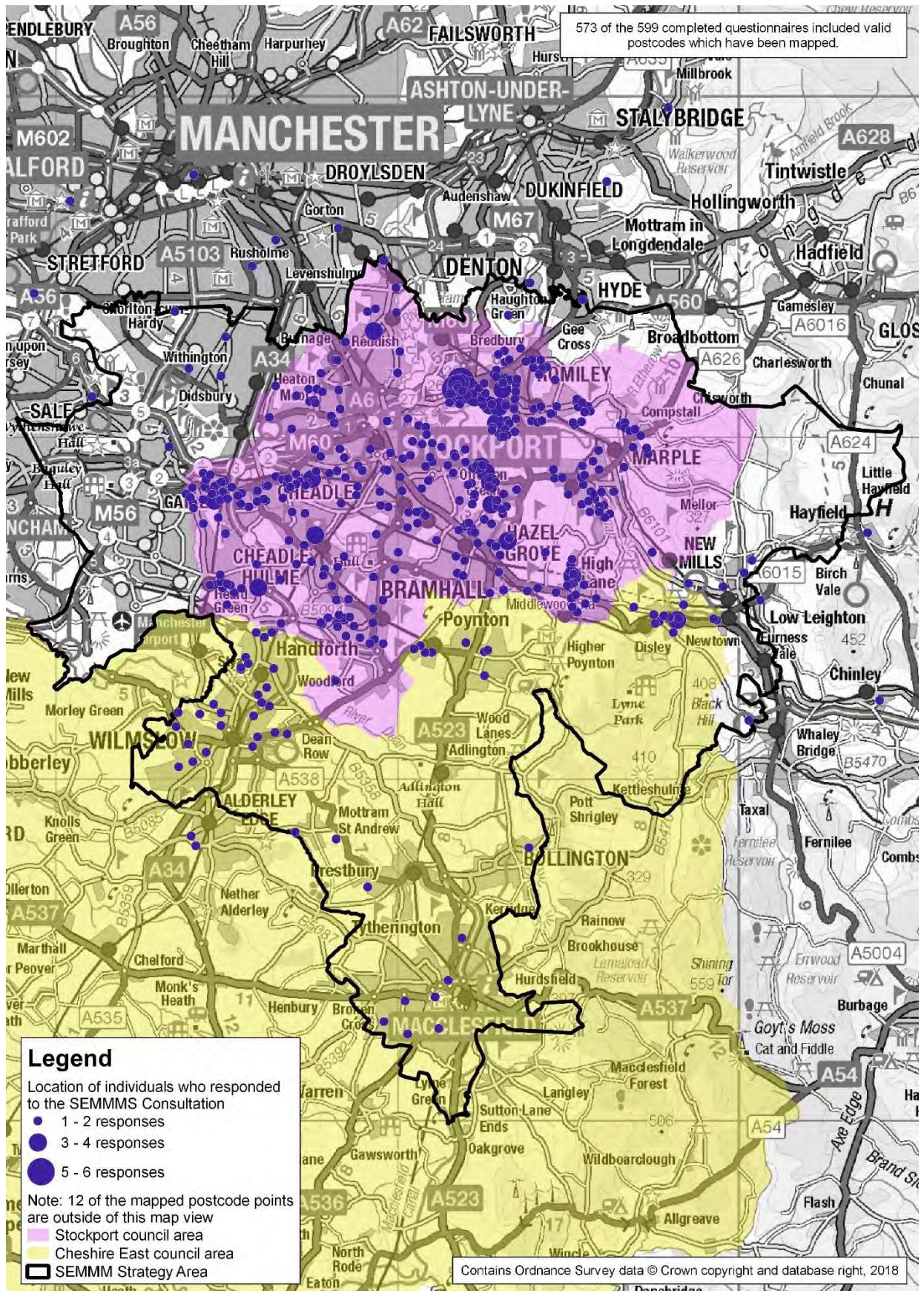
- 2.12. In total, 599 questionnaires were submitted during the consultation period. This includes 580 online responses, and 19 paper responses.
- 2.13. 20 responses were submitted on behalf of an organisation, with the remaining questionnaires expressing the views of an individual.
- 2.14. Appendix A lists the organisations who provided a response via the questionnaire and provides a summary of their views where they permitted information to be published.



Respondent locations

- 2.15. The questionnaire asked each respondent to state their home postcode. This enables the Strategy development team to map out where people who have responded to the survey are based. This information is useful when interpreting the responses, as the home location of people may well have an influence on which parts of the Strategy they are most interested in and engaged with. Of the 599 questionnaires, 573 included a valid postcode which could be mapped.
- 2.16. 544 of the 573 postcodes were located inside the Strategy area boundary (95%).
- 2.17. The consultation was promoted across all parts of the Strategy area; however, it is evident from the plan that there was a higher response from residents of Stockport, compared to Cheshire East.
- 2.18. The highest number of questionnaire responses were received from residents of the Bredbury and Hazel Grove areas of Stockport, as well as communities near to Gatley and Cheadle. There is also clustering of responses received from the High Lane and Disley areas on the A6 corridor, and from residents of Heald Green and Cheadle Hulme.

Figure 1 - Consultation Responses: Postcodes Plot



Public events

- 2.19. To promote engagement during the consultation period, 15 public events were held at community venues across the Strategy area. The schedule of events is shown in Table 1.

Table 1 - Public event schedule

Location	Venue	Date / Time
Poynton	Poynton Civic Hall	Thu 24th May, 1400-1900
Marple	St Martins Church Hall	Tue 29th May, 1630-2000
Disley	Disley Community Centre	Wed 30th May, 1400-1900
Cheadle	St Mary's Church Hall	Thu 31st May, 1600-2000
Handforth	Honford Hall	Thu 31st May, 1400-1900
Bredbury	Bredbury Library	Fri 1st June, 1330-1800
Reddish	Houldsworth Village Meeting Room	Mon 11th June, 1700-2000
Bramhall	Bramhall Library	Thu 14th June, 1500-1900
Macclesfield	Macclesfield Town Hall	Mon 18th June, 1400-1900
Stockport Town Centre	Stockport Central Library	Tue 19th June, 1200-1630
Hazel Grove	Hazel Grove Civic Centre	Wed 20th June, 1600-2000
Wilmslow	Wilmslow Library	Wed 20th June, 1400-1900
Wythenshawe	Wythenshawe Library	Thu 21st June, 1200-1700
New Mills	Springbank Arts Centre	Mon 25th June, 1600-1930
High Lane	High Lane Village Hall	Thu 28th June, 1500-2000

- 2.20. At each event information boards were presented giving an overview of the Strategy content, with members of the Strategy team in attendance to explain details and answer questions. Copies of these consultation boards are attached as Appendix B.
- 2.21. Based on attendance records kept by the support staff, it is estimated that around 360 people attended the various events. A summary of some of the key themes for each community is included in Section 9 of this report.

Paper copies to view

- 2.22. Paper copies of the Draft Strategy document were made available at public libraries in the Strategy area for the duration of the consultation period; available for people to view during opening hours.

Councillors and Area Committees

- 2.23. Councillors were informed of the consultation process in advance and encouraged to promote the consultation to the electorate.
- 2.24. Information on the Draft Strategy was also presented to local Area Committees held during the consultation period, as well as Stockport's Economy and Regeneration Scrutiny Committee, giving Councillors opportunity to ask questions and gain further information.

Other channels of communication / publicity

2.25. The consultation was promoted and publicised in a number of ways, as follows:

- Series of press releases issued to a wide range of local and regional media channels by Stockport and Cheshire East Councils. Outlets included press, radio and online news titles such as the Manchester Evening News, Stockport Express, Macclesfield Express, Marketing Stockport, Imagine FM and Silk FM. The press releases issued included:
 - Launch of the SEMMMS Refresh
 - Extension of the consultation period
 - Deadline for responses approaching
- Regular messages published across the Stockport Council, A6MARR and Cheshire East Council social media channels, including Facebook and Twitter. Messages raised awareness of the consultation exercise, encouraged residents, businesses and stakeholders to get involved and promoted each of the public events during preceding days.
- Information about the consultation was added on Stockport Council and Cheshire East websites, directing people to the www.semmms.info website.
- Information was shared with Parish Council mailing lists, encouraging local interest
- Following a request, information was provided to High Lane Residents Association to publicise the consultation at a local community event in association with the Scouts

Notable announcements / context

2.26. There were several potentially notable transport-related announcements either prior to the consultation period, or during the period, which could have had an influence on how people have responded to the consultation. These are indicated below:

- Northern rail service issues – On 20th May 2018 (the day before the consultation started), rail service timetables across the North of England changed in line with scheduled service improvements. There was widespread disruption of rail services, particularly Northern Rail operated services, which impacted reliability for rail passengers. This generated high-profile local and national media coverage which will have raised awareness of rail issues throughout the period when people were responding to the consultation.
- The Bee Network – On 27th June 2018, TfGM and the Greater Manchester Cycling and Walking Commissioner Chris Boardman, announced Beelines (subsequently changed to the Bee Network). The Bee Network is a proposed Greater Manchester-wide network of walking and cycling routes covering more than 1,000 miles of routes. The network covers all 10 Greater Manchester districts including proposed routes within Stockport. This generated local media coverage which will have raised awareness of cycle infrastructure during the later period when people were responding to the consultation.
- Bus service review – In late 2017 / early 2018, Cheshire East Council undertook a review of supported bus services, in response to Council budget constraints. As a result, a series of routes had services downgraded or removed. These changes were introduced from 1st April 2018. In Greater Manchester, services have also been subject to review in early 2018 with some Stockport routes downgraded or removed. This has had an impact on local connectivity in some areas and related concerns were expected to be a live concern for people when presented with the opportunity to comment on local transport.
- A6 Manchester Airport Relief Road (A6MARR) delays – This major highway scheme was entering the final phases of construction during the SEMMM Strategy consultation period. The scheme was originally scheduled to open in spring 2018 but was subject to a number of delays. The scheme was still under construction in the

summer and several people voiced frustrations about the delays to the scheme through the SEMMM Strategy consultation and at the public events. The scheme opened to the public in October 2018.

3. Questionnaire responses: Objectives and Key Actions

- 3.1. The consultation questionnaire asked respondents to indicate to what extent they agree with each of the 10 Key Actions, as defined in the Consultation Draft Strategy.
- 3.2. The document included 3 Primary Objectives and 10 Key Actions, which are the principles we think should guide the journey towards realising the Strategy outcomes from a transport and connectivity perspective.
- 3.3. The Primary Objectives and Key Actions are an evolution of the Strategy objectives which were presented to the public at the Issues and Options consultation phase. They are re-produced below from page 44 and page 45 of the Consultation Draft Strategy document.

Figure 2 - Consultation Draft Strategy: Primary Objectives and Key Actions

3 PRIMARY OBJECTIVES:

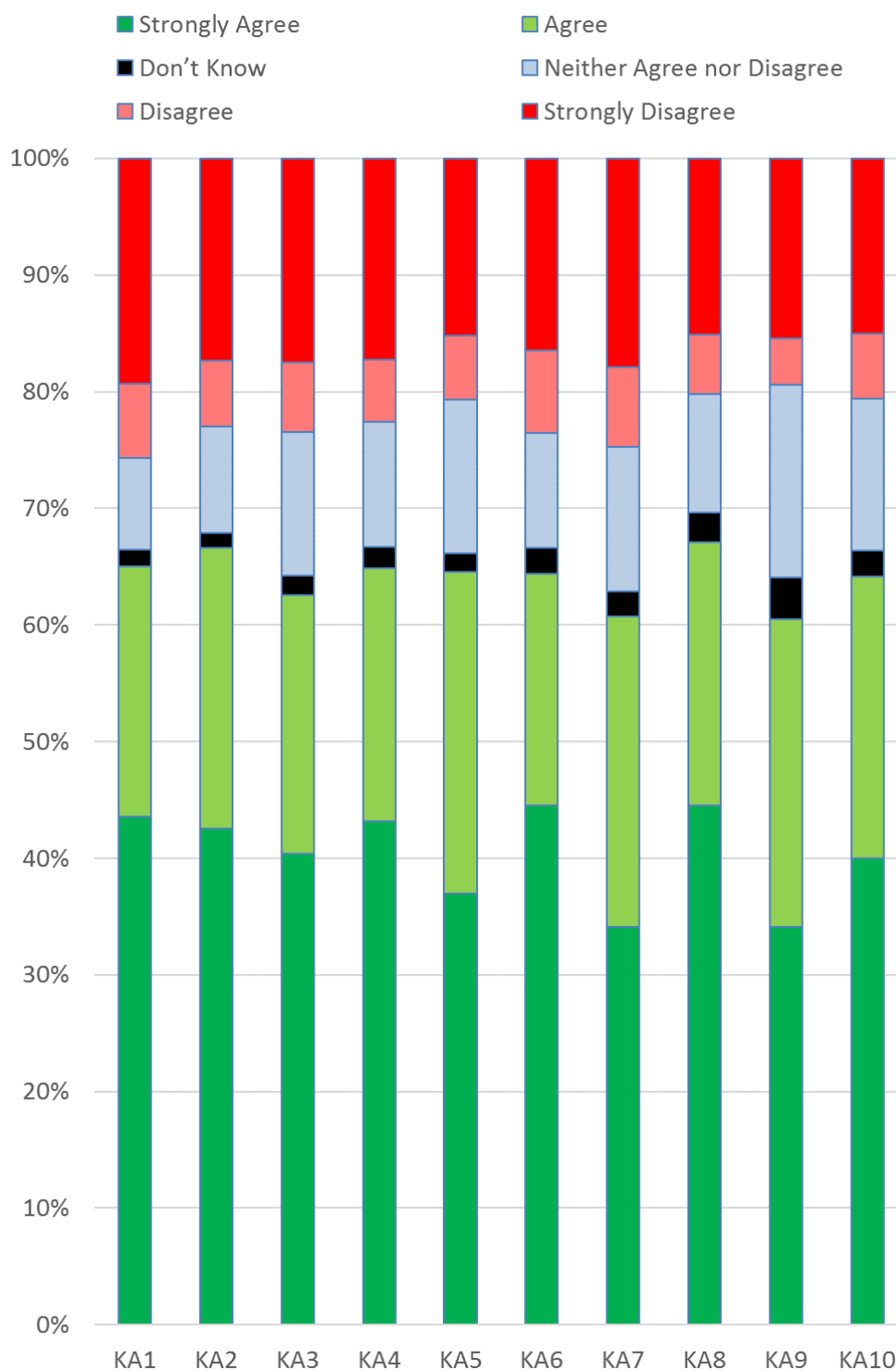


What we need to do to achieve our objectives

- 1 **TACKLE CONGESTION AND IMPROVE JOURNEY TIME RELIABILITY**, IN PARTICULAR ON KEY CORRIDORS.
- 2 **IMPROVE TRANSPORT CAPACITY AND ACCESSIBILITY TO JOBS AND SERVICES** IN THE REGIONAL CENTRE, KEY CENTRES, TOWN / LOCAL CENTRES, KEY EMPLOYMENT AREAS AND AT MANCHESTER AIRPORT.
- 3 PROMOTE AN INTEGRATED PUBLIC TRANSPORT NETWORK THAT **SUPPORTS SEAMLESS TRAVEL**.
- 4 **IMPROVE CONNECTIVITY** TO SURROUNDING KEY TOWNS AND CITIES THROUGH NEW AND **ENHANCED TRANSPORT LINKS**.
- 5 **IMPROVE SAFETY, SECURITY, RESILIENCE AND MAINTENANCE** OF THE TRANSPORT NETWORK.
- 6 ENHANCE AND CREATE NEW SAFE WALKING AND CYCLING CONNECTIONS AND ENCOURAGE ACTIVE TRAVEL TO **SUPPORT HEALTHY COMMUNITIES**.
- 7 **ENHANCE THE QUALITY OF THE BUILT ENVIRONMENT** AND CONTRIBUTE TO CREATING SUCCESSFUL STREETS, SPACES, VILLAGES, TOWNS AND LOCAL CENTRES.
- 8 INCREASE THE **USE OF SUSTAINABLE TRANSPORT** AND SUPPORT THE CREATION OF A **LOW EMISSION FUTURE**.
- 9 EXPLOIT **NEW TECHNOLOGIES AND INNOVATIVE APPROACHES** WHERE THEY CAN ADD VALUE TO THE STRATEGY.
- 10 **PROVIDE IMPROVED ACCESSIBILITY TO LOCAL HEALTH, EDUCATION, LEISURE AND RETAIL SERVICES**, FOR ALL AGE GROUPS

3.4. Figure 3 presents an overview of responses to questions asking to what extent respondents agree with each of the 10 Key Actions.

Figure 3 - Consultation Responses: Key Actions



Agree to some extent	65%	66%	62%	65%	64%	64%	61%	67%	60%	64%
Disagree to some extent	26%	23%	24%	23%	21%	24%	25%	20%	20%	21%
No of completed responses to question	550 of 599	549 of 599	543 of 599	545 of 599	542 of 599	549 of 599	543 of 599	545 of 599	538 of 599	539 of 599

3.5. In summary:

- In the case of all 10 Key Actions, more people agreed than disagreed with their inclusion within the Strategy.
- Of the people who provided a response to each of the ten questions, between 60 – 67% agreed to some extent (*Agree or Strongly Agree*) with each Key Action, whilst between 20 – 26% of respondents disagreed (*Disagree or Strongly Disagree*). There are typically more than 2.5 times more people who agree with each Key Action than disagree.
- There is no single Key Action which stands out as gaining a notably higher level of agreement than any other. Those related to ‘Supporting Healthy Communities’ (KA6) and the ‘Use of Sustainable Transport’ (KA8) had the highest proportion of *Strongly Agree* responses.

4. Questionnaire responses: Strategic Priorities

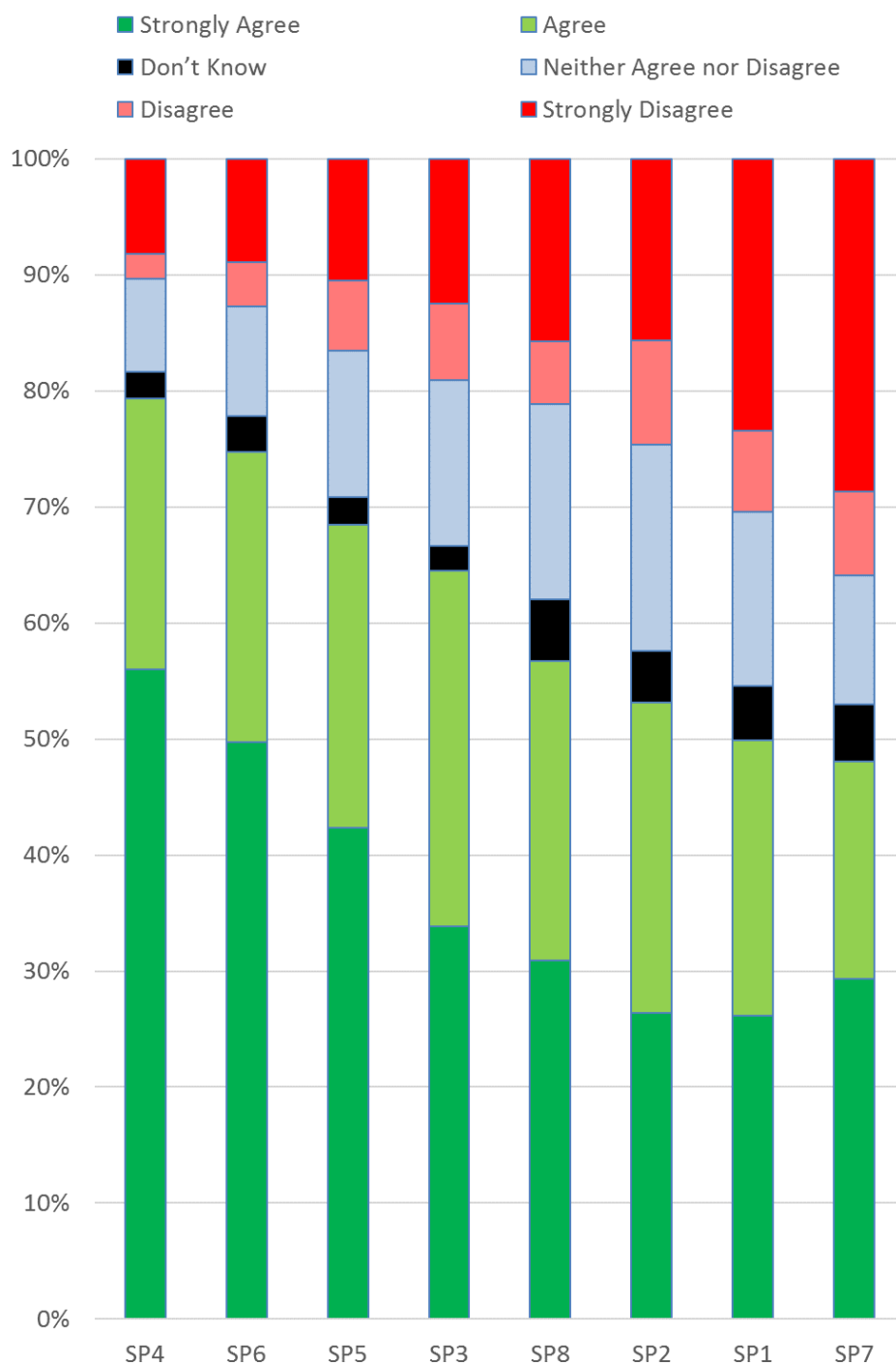
- 4.1. The consultation questionnaire asked respondents to indicate to what extent they agree with each of the 8 Strategic Priorities defined in the Consultation Draft Strategy document.
- 4.2. These Strategic Priorities are detailed from page 56 onwards in the Consultation Draft Strategy document and are re-produced below from page 6 of the Key Messages document.

Figure 4 - Consultation Draft Strategy: 8 Strategic Priorities



4.3. Figure 5 presents an overview of responses to questions asking to what extent respondents agree with each of the 8 Strategic Priorities. They are ordered on the graph with the most agreeable on the left side.

Figure 5 - Consultation Responses: Strategic Priorities



Agree to some extent	79%	75%	69%	65%	57%	53%	50%	48%
Disagree to some extent	10%	13%	17%	19%	21%	25%	30%	36%
No of completed responses to question	561 of 599	559 of 599	562 of 599	561 of 599	559 of 599	557 of 599	559 of 599	576 of 599

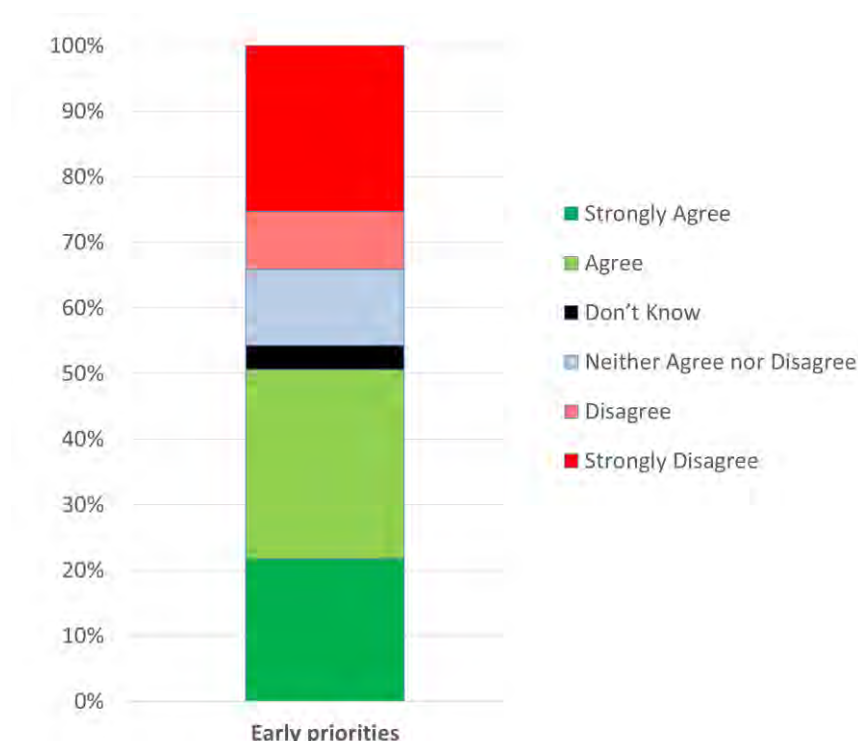
4.4. In summary

- The responses indicate people are generally supportive of all 8 Strategic Priorities – there are more people who agree to some extent, than disagree to some extent in each instance.
- SP4 (Enhancing the rail network across the area) and SP6 (Introducing tram-train, better connecting Stockport to neighbouring area) are the most strongly endorsed through the questionnaire. They were each supported by at least 75% of people who responded to the question.
- The SPs which have the closest number of agree and disagree responses are those related to the multi-modal corridor packages – SP1 (in relation to the A34) and SP7 (in relation to the A6). It is noted that in the case of SP7 (multi-modal improvements to support the A6 corridor), there were the same number of people who *Strongly Agree* as *Strongly Disagree*. Nevertheless, more respondents agreed than disagreed with both of SP1 and SP7.

5. Questionnaire responses: Early priorities

- 5.1. The consultation questionnaire asked respondents to indicate to what extent they agree with the Early Priorities defined in Chapter 7 of the Draft Strategy.
- 5.2. The Early Priorities included a multi-modal list of infrastructure schemes to be progressed, as well as series of actions required to plan and prepare for the longer-term Strategy measures.
- 5.3. Figure 6 presents an overview of responses.

Figure 6 - Consultation Responses: Early Priorities



578 of 599 people completed this question.

- 5.4. 50% of respondents to this question indicated that they agree to some extent with the Early Priorities, with 35% stating they disagree to some extent.

6. Questionnaire responses: Open text comments

- 6.1. Within the questionnaire, there were opportunities for respondents to add their own comments to explain their responses to the questions.
- 6.2. Of the 599 completed questionnaires, 474 people (79%) added a text comment to at least one of the three boxes provided, with 125 people providing no additional text.
- 6.3. Where provided, all open text responses have been analysed by the Strategy development team. For ease of reporting, the comments have been classified into recurring topics and themes. A snapshot of the common topics is provided overleaf, with a summary of the analysis presented in Appendix C. Many of the popular topics can be directly aligned to the 8 Strategic Priorities, although a wider range of subjects were also raised.
- 6.4. As outlined earlier, 20 of the questionnaires were submitted on behalf of an organisation. Appendix C lists the organisations who provided a response via the questionnaire and provides a summary of their views where they permitted information to be published in this report.

Open text comment snapshot

474 out of 599 questionnaires included some open text comments. They have been classified as follows:

30 comments about the A34/ Gatley Road junction and a future scheme	22 comments about car parking at rail stations	20 comments about other aspects of the A34 corridor package	25 comments about the Bus Rapid Transit (BRT) proposals
62 comments about public health and quality of life	51 comments about existing issues with rail services	103 comments about proposals to improve rail	22 comments about rail station car parking
56 comments about new rail station proposals	82 comments about cycling facilities	44 comments about walking facilities	54 comments about the tram-train and Metrolink proposals
252 comments about the A6-M60 Relief Road proposal	95 comments about the High Lane Disley Relief Road proposal	35 comments about land use planning and development	24 comments about connections to Manchester city centre
9 comments about Stockport transport interchange plans	139 comments about protecting greenspace	96 comments about air quality	34 comments about public transport fares and ticketing
55 comments about existing issues with bus services	84 comments about the integration of transport and land use planning	23 comments about public transport integration	24 comments on the SEMMM Strategy consultation
20 comments about specific safety issues	17 comments about technology, electric vehicles and connected vehicles	14 comments about highway maintenance	18 comments about orbital connectivity
6 comments about public realm and place-making	22 comments related to the construction of A6MARR	18 comments about facilities for or impacts on vulnerable / disabled users	20 comments about connections to Stockport town centre

7. Questionnaire responses: Personal information

The questionnaire included a series of personal information questions, to enable the Strategy team to gain an understanding of the cross-section of the population who responded to the consultation questionnaire. This allows the consultation questionnaire findings to be viewed in the context of the demographic groups who have most heavily contributed.

Personal information questions were based around gender, age, disability/long term illness, ethnicity and religion.

The results are presented in Appendix D with the key points summarised below:

- These questions were each answered by over 91% of people who submitted a questionnaire response.
- Of those who stated their gender, responses were provided relatively evenly by men (52%) and women (48%).
- There were 67 responses from people who indicated that they consider themselves to have a disability or a long-term limiting illness (11% of all questionnaires).
- 545 people stated their age on their questionnaire response. This subset shows a good mix of age groups responded to the consultation. There were similar numbers of people responding to the questionnaire from each of the following four age brackets; 35-44; 45-54, 55-64 and 65+. In each case, responses in these age brackets contributed 20-22%. The remaining 15% of responses were from people aged under 35.
- Of those who stated their ethnicity, the majority of responses (97%) were received from people who consider their ethnicity to be White, with a smaller contribution from people who associate themselves with other ethnic groups.
- Of those who stated their religion or belief, the most common responses were from people who identify as Christian (43%), or people who do not associate themselves with a religion (51%). There were small numbers of people who indicated other religions.

8. Other correspondence / engagement

- 8.1. As well as the invitation to submit a questionnaire, email addresses were provided on consultation materials to allow people to provide other submissions during the consultation period. This section summarises the other correspondence submitted to the consultation team, and wider engagement.

Organisations

- 8.2. A number of organisations submitted information, including:

- | | |
|---------------------------------------|-----------------------------------------|
| • Disley Parish Council | • North West Transport Roundtable |
| • Friends of the Earth (Manchester) | • Peak District National Park Authority |
| • Friends of the Peak District | • Poynton Town Council |
| • Goyt Valley Rail Users' Association | • Stockport Conservative Group |
| • High Peak Borough Council | • Stockport Green Party |
| • Highways England | • Stockport Liberal Democrats Group |
| • Manchester Airport | |
| • Marple Civic Society | |

- 8.3. A meeting was also held with Derbyshire County Council who requested a discussion on the Draft Strategy.
- 8.4. All submissions have been reviewed by the Strategy development team.
- 8.5. A summary of the stakeholder views, from both completed questionnaires and other correspondence, is presented in Appendix A.

Individual submissions

- 8.6. There were 19 submissions received individuals.
- 8.7. 14 of these were in relation to issues affecting the A523 London Road, in the area near to Butley Town.
- 8.8. All individual submissions have been reviewed by the Strategy development team.

Petition

- 8.9. There was a petition submitted as an attachment to an online questionnaire by Cllr David Meller (Cheadle Hulme North ward, Stockport). The petition is in support of the Cheadle new rail station proposal and is signed by 97 individuals.

9. Public events

- 9.1. As outlined in Chapter 2, fifteen public events were held during the consultation period with around 360 people attending. These events are listed in Table 2. These events provided an opportunity for people to discuss the content of the Draft Strategy with members of the Strategy development team. Hard copies of the questionnaire were also available to complete.
- 9.2. As well as providing an opportunity to publicise the Draft Strategy consultation and questionnaire, the events were an opportunity for people to raise concerns or to discuss relevant issues and opportunities. The following table summarises some of the most commonly raised discussion topics at each of the events.

Table 2 - Public event discussion topics

Location	Venue
Poynton	Reductions to local bus services, clarifications on Poynton Relief Road, BRT proposals, A6-M60 Relief Road proposal, A523 online issue near Butley Town, local cycling networks, GMSF development impact, Poynton town centre shared space scheme
Marple	Tram-train operations, A6-M60 Relief Road proposal, Cross-boundary fare/ free parking impacts on Marple rail services
Disley	Limited bus connections north and south, air quality monitoring, impacts of A6MARR when open, High Lane Disley Relief Road proposal
Cheadle	Operation of A34 Gatley Road crossroads and potential solutions, Cheadle new rail station proposal, tram-train proposals, connectivity to Parrs Wood, local bus connections and frequencies, BRT proposals, Stanley Green new rail station proposal, A6MARR construction delays and disruption, cycle and walking
Handforth	Local bus connections, future development impacts, BRT proposals, A6MARR construction delays and disruption, connectivity to Parrs Wood
Bredbury	A6-M60 Relief Road proposal, implications of Marple tram-train on rail service, local bus connections, A560 congestion and motorway access

Location	Venue
Reddish	Reddish South station proposal, local walking and cycling
Bramhall	Reductions to local bus services, Bramhall rail station parking, Stanley Green new rail station proposal, BRT proposals, A6MARR construction delays and disruption
Macclesfield	A523 online issue near Butley Town
Stockport Town Centre	Stockport Interchange proposals, tram-train proposals, A6 walking facilities
Hazel Grove	A6-M60 Relief Road proposal, A6 congestion issues, tram-train proposals
Wilmslow	Local on-street parking issues, Reductions to local bus services, BRT proposals, cycle route facilities
Wythenshawe	Highway maintenance
New Mills	High Lane Disley Relief Road proposals, A6 congestion issues, Issues with Chinley rail services, Chapel-en-le-Frith station proposals
High Lane	A6 congestion and recent highway works, impacts of A6MARR when open, High Lane Disley Relief Road proposals, GMSF development impact, High Lane / Simpsons Corner new station proposal, air quality monitoring

- 9.3. There were a number of vocal groups who oppose the A6 to M60 Relief Road proposal, including the Goyt Valley SOS group. Members attended several of the public events and lobbied members of the public.

10. Conclusions

- 10.1. Public consultation was undertaken during an 8 week period during summer 2018, to inform the development of the refresh to the South East Manchester Multi-Modal (SEMMM) Strategy. A Draft Strategy document was published alongside a Key Messages summary document. This consultation followed an earlier 'Issues and Options' consultation which informed the content of the Draft Strategy document.
- 10.2. The consultation collected feedback on the Key Actions, as well as the Strategic Priorities and Early Priorities stated within the Draft Strategy. A questionnaire was developed to collect the feedback, with an opportunity for open text comments also provided.
- 10.3. 599 completed questionnaires were returned during the period. Where a valid postcode was provided within the submitted response, these show a higher response rate from residents of Stockport, compared to Cheshire East, with the most interest generated in the Bredbury and Hazel Grove areas of Stockport, as well as communities near to Gatley and Cheadle. The consultation was promoted evenly across the Strategy area.
- 10.4. With regards to the 10 Key Actions, more people agreed than disagreed with their inclusion within the Strategy. Of the people who responded to each question, between 60 – 67% agreed to some extent (*Agree or Strongly Agree*) with each Key Action, whilst between 20 – 26% of respondents disagreed (*Disagree or Strongly Disagree*). This indicates broad support for the identified Strategy Actions.
- 10.5. There are 8 Strategic Priorities in the Draft Strategy. Responses to the questionnaire indicate people are generally supportive of all Strategic Priorities, with more respondents agreeing to some extent, than disagreeing to some extent.
- 10.6. SP4 (Enhancing the rail network across the area) and SP6 (Introducing tram-train, better connecting Stockport to neighbouring area) are the most strongly endorsed of the Strategic Priorities with at least 75% of people indicating support.

- 10.7. The SPs with the least conclusive consultation feedback were related to the multi-modal corridor packages – SP1 (in relation to the A34) and SP7 (in relation to the A6). Nevertheless, more respondents agreed than disagreed with the identification of both multi-modal corridor packages as Strategic Priorities.
- 10.8. Open text comments were added by 474 people (out of the 599 total questionnaires). Each response has been analysed, with the commonly recurring topics reported. It is noted that 'negativity effect' will have some bias on the open text comments, as people are naturally more compelled to add descriptive text when they feel negatively about something compared to if they feel positively about something.
- 10.9. The most commonly raised topic in the open responses was the A6–M60 Relief Road proposal. Other recurring topics included the High Lane Disley Relief Road proposal, the importance of greenspace, concerns over air quality conditions and monitoring, existing issues with bus and rail services, and questions about the future delivery of the refreshed Strategy (including sources of funding). In the case of both new road building proposals, there were many comments in support of the scheme, but more comments expressing opposition to the scheme. Several people expressed a view that sustainable transport measures should be the focus of the updated Strategy, without any road building or highway capacity enhancement.
- 10.10. All responses to the consultation will now be considered in detail, and the Draft Strategy updated as appropriate.
- 10.11. A revised version of the Strategy will be presented for adoption by the partner authorities later in the year.

Appendices

Appendix A. Overview of organisation responses

When completing a questionnaire, the respondent was asked if the response should be considered as behalf of them as an individual, or if they were responding on behalf of an organisation. 20 questionnaires were returned on behalf of an organisation.

In addition, further correspondence was submitted by organisations via email during the consultation period.

All individual submissions have been reviewed by the Strategy development team. The views of organisations are summarised below, where that organisation has given permission for their views to be openly published in this report.

Questionnaire responses from organisations

Respondent (questionnaire responses)	Key concerns and issues raised.
20's Plenty for Greater Manchester	<ul style="list-style-type: none"> Strongly disagree with the Vision, Objectives and Key Actions, with the exception of the use of new technologies. Disagree with most Strategic Priorities and the Early Priorities, with the exception of SP2 related to new BRT services (neither agree nor disagree). Concerned about the environmental, congestion and safety impacts of constructing new roads, and would prefer the Strategy to make a stronger commitment to implementing area wide 20mph speed limits in residential areas.
Anchor Court, Anchor housing scheme (x2)	<ul style="list-style-type: none"> Agree with the Strategy Vision, Objectives and Key Actions. Note that the elderly population is largely dependent on public transport to get around and access local services and activities (including health, retail and recreation). Bus is particularly important. Access to rail station and airport important.
Cheadle Town Football Club	<ul style="list-style-type: none"> Agree with the Strategy Vision, Objectives and Key Actions. Rely on good transport access for supporter travel, and for the vitality of Cheadle village. Supportive of the Cheadle new rail station proposal.
CycleWilmslow	<ul style="list-style-type: none"> Agree with Vision, Objectives, Key Actions, Strategic Priorities and Early Priorities. Support any initiatives that make it easier to cycle. Keen to see better cycle infrastructure linking to district centres such as Handforth, Poynton, Wilmslow, Bramhall.
Cycling UK	<ul style="list-style-type: none"> Agree with Vision, Objectives, Key Actions, Strategic Priorities and Early Priorities. Pleased the Draft Strategy places considerable emphasis on active travel. This is a big step forward from the original SEMMM strategy, and it is crucial that this change of emphasis is reflected in investment. Would prefer an approach which has more emphasis on active travel as well as public transport. The Strategy should prescribe a cycle network for the area. Concerned that increasing highway capacity for motorised vehicles will work against the sustainable transport objectives.

Respondent (questionnaire responses)	Key concerns and issues raised.
	<ul style="list-style-type: none"> Strategy should emphasise that cycle routes which are going to progressed, must be high quality - continuous, protected, and as direct as possible. Segregated facilities are crucial as well. A Health Impact Analysis is required on the proposed strategy.
Friends of Reddish South Station (x2)	<ul style="list-style-type: none"> Agree with Vision, Objectives, Key Actions, and Strategic Priorities, but strongly disagree with the Early Priorities. Bus services are impacted by highway congestion. Better bus links from Reddish to Manchester, and to Denton are required. Comments around why a Stockport to Manchester Victoria rail service is not included within the Draft Strategy. <i>[Note: this is a part of the Strategy, so highlights the need for Strategy text to be re-worded more clearly]</i>
Goyt Valley SOS	<ul style="list-style-type: none"> Supportive of Vision, Objectives and Key Actions in relation to healthy communities and sustainable travel. Strongly oppose those which relate to new road building. Supportive of public transport and active travel Strategic Priorities. Do not support the A6 to M60 Relief Road proposal.
Heald Green and Long Lane Ratepayers association	<ul style="list-style-type: none"> Strongly agree with the Vision, Objectives, Key Actions and Strategic Priorities. Neutral opinion of the early intervention package. Critical of consultation– feel the Draft Strategy document was too long.
High Lane Residents' Association	<ul style="list-style-type: none"> Strongly agree with the Vision, Objectives, Key Actions and Strategic Priorities. Neutral opinion of the early intervention package. Agree with the issues highlighted in the Draft Strategy, but wary of the unknowns around GMSF. Feels that an overall strategy for housing, economy and transport with a clear proposed timeline is missing. More air quality monitoring is required in High Lane. More tree-planting and landscaping on the existing A6 is needed in the short term. A High Lane Disley Relief Road is supported as a long term aim. Bus connections from High Lane to Stockport and Manchester have been reduced; this needs reinstating and improving. Support a more accessible High Lane rail station.
Left Unity Stockport branch	<ul style="list-style-type: none"> Strongly disagree with the Vision, Objectives and Key Actions. Agree with the active travel and public transport Strategic Priorities, but strongly disagree with those which include highway improvements. Also disagree with the Early Priorities. Oppose the A6 – M60 Relief Road proposal. Seeking a massive expansion of public transport and introduction of free public transport, rather than new road building.
Tatton Estate (via WYG)	<ul style="list-style-type: none"> Strongly agree with the Vision, Objectives and Key Actions. Agree, or have a neutral view, on all Strategic Priorities. Need for a wider, regional scope, and more information on how the SEMMM Strategy aligns with and can help promote the Northern Powerhouse objectives. Keen for delivery opportunities to be maximised, such as tying into opportunities, schemes and other enablers (major landowners etc) in the surrounding area outside of the Strategy area.

Respondent (questionnaire responses)	Key concerns and issues raised.
	<ul style="list-style-type: none"> Concern that the emerging Cheshire East LTP appears to diminish its commitments regarding investment and delivery, compared to the previous iteration.
The Friends of Goyt Valley	<ul style="list-style-type: none"> Strongly oppose the A6 – M60 Relief Road proposal and disagree with SP7 and the Early Priorities as a result.
The Skills & Growth Company	<ul style="list-style-type: none"> Strongly agree with the Vision, Objectives, Key Actions and Strategic Priorities. Businesses which the Skills & Growth Company engage with cite transport accessibility as a key barrier to growth in Cheshire East. There is an over reliance on private car journeys. Particularly supportive of the BRT, Tram-Train and Intelligent Mobility solutions such as Connected and Autonomous Vehicles.
Women's Equality Party (Stockport Branch)	<ul style="list-style-type: none"> Mixed views on the Vision, Objectives and Key Actions. In favour of improvements which will result in safer and more environmentally friendly travel. Particularly concerned about women's safety when using public transport. Oppose the construction of new roads. Money should instead be spent on subsidising public transport, especially buses. Opposed to HS2.

Emails / Letters from organisations

Respondent (emails / letters)	Key concerns and issues raised.
Disley Parish Council	<ul style="list-style-type: none"> Strong opposition to the proposed A6 to M60 Relief Road due to the perceived impacts this would have on the A6 through Disley, and how this would worsen air quality in an area which is already an AQMA. Requested further liaison with the Local Authorities on the proposals.
Friends of the Earth (Manchester)	<ul style="list-style-type: none"> Would prefer a vision which targets substantial mode shift away from the private car to sustainable travel modes. Concerned that Climate Change is not explicitly mentioned within the Draft Strategy, and the CO2 emissions impact of the proposed options is not reported. Concerned that the Draft Strategy is at odds with the Greater Manchester Green Summit which identified that Greater Manchester must become carbon neutral by 2038. Opposes road building or road widening, stating they should not be a part of any sustainable options package. Particularly concerned therefore with SP7 (multi-modal improvements to support the A6 corridor). Concerned that road building schemes are presented as more 'concrete' than public transport schemes which are listed as aspirations. The Draft Strategy should put the requirements of 'people and place' at the centre of its policy objectives and any developments must not have a detrimental effect on those at the top of the Hierarchy of Road Users.

Respondent (emails / letters)	Key concerns and issues raised.
Friends of the Peak District	<ul style="list-style-type: none"> • Lack of information about the scale of noise pollution problems caused by transport, and which areas are most at risk. • Concerned that the SEMMM Strategy refresh is being undertaken in advance of the Greater Manchester Spatial Framework being finalised. • Supports Chapel-en-le-Frith rail station proposal. • Opposed to the A6-M60 Relief Road and High Lane Disley Relief Road proposals, due to potential impacts on the Peak District National Park. Would prefer more of a demand management approach. • Supportive of public transport initiatives recommended in the Draft Strategy, but low confidence on delivery of measures. • Need for better bus and cycle connections to Peak District National Park, to reduce car impact on the Park.
Goyt Valley Rail Users' Association	<ul style="list-style-type: none"> • Overall mixed views on the Draft Strategy. • Support the vast majority of rail service improvements set out in the Draft Strategy, including more services at Reddish South station, and the new station in Chapel-en-le-Frith. Question why more new stations are not recommended in the Draft Strategy. Also supports step-free access at rail stations, and improved passenger services albeit would be keen to see more details of these proposals. • Supports more rail station car parking at Marple and highlights pedestrian safety issues outside the station. Would prefer more rail station car park expansion within the Draft Strategy. • Support for a Stockport-Marple tram-train service, with reference to potential options which should be considered. • Reservations about the proposed conversion of the Manchester-Marple line to tram-train, due to concerns about future capacity. Would therefore be more supportive of more heavy-rail capacity, or for tram-train services to operate alongside heavy rail services. • More Sunday rail services should operate, including on lines which currently have no service such as the Manchester-Rose Hill Marple line. • Expressed concerns over the modelling which supports the Strategy refresh (too highways-focused), and also concerns over the scheme selection process. • Concerns over previous delivery record, and low confidence that public transport aspirations will come to fruition, with the councils having little control over public transport infrastructure.
High Peak Borough Council	<ul style="list-style-type: none"> • Concern about the scope of the study area – routes through the Strategy area are used by vehicles making long distance, cross-Pennine journeys. High Peak Borough Council question whether these movements have been reflected within the modelling work undertaken. • Raised concerns regarding public transport fares, which are subsidised within Greater Manchester, but are not in High Peak and therefore are significantly more expensive from the High Peak area. This impacts low paid workers and travel-to-learn user groups. • Supportive of proposals to improve parking at rail stations. • The council are keen to ensure improvements are delivered to benefit High Peak residents, and consequently are keen to engage in the management, governance, funding, and delivery of the strategy.

Respondent (emails / letters)	Key concerns and issues raised.
Highways England	<ul style="list-style-type: none"> Identified overall alignment between the Draft Strategy objectives and Highways England's 'Planning for the Future' policy guidance. Some comments on the modelling approach. In general, all of the measures are identified to be in line with Highways England's 'Planning for the Future' policy guidance. Highways England are keen for close engagement with Stockport Council to ensure that any proposal for Gatley crossroads fully considers the SRN and local network operation. Highways England are keen for close engagement with Stockport Council to ensure that the A6 to M60 Relief Road proposal is developed in a way that fully considers its interaction with the SRN, and the junction it would form with M60 J25. Highways England encourages Stockport to consider the design standard of this route and the form of the junctions which may be included along its length (noting grade-separated junctions would make it more attractive to drivers). Highways England notes this scheme would have the potential to release a proportion of the significant capacity constraint currently on the M56/M60.
Manchester Airport	<ul style="list-style-type: none"> Support the strategic and balanced multi-modal approach of the Strategy refresh. Agree with and support the overall vision of the Draft Strategy. Welcome the recognition of the importance of the Airport in the document and recognise that meeting the Airport's aspirations for transport connectivity will require partnership working with many key transport partners. Identifies that the Strategy area is an important catchment for passengers and particularly staff. Notes that the timing of journeys for Airport staff can be early morning (not traditional commuting times). Agreement that east-west public transport links could be improved, in line with the Draft Strategy text. Feel greater weight should be given within the Draft Strategy to the impacts of HS2 on changing surface access to Manchester Airport, and also the potential integration of Northern Powerhouse Rail (NRP) with the HS2 station. Keen to support a future western rail link to the Airport, as referenced in the Draft Strategy. Also keen for improved rail connections to the south via Crewe. Notes that marketing of public transport services is important, to maximise use of existing services and infrastructure.
Marple Civic Society	<ul style="list-style-type: none"> Concern that delivery of previous SEMMM Strategy measures has focused on roads, with fewer notable public transport improvements. Need for greater role of development and place-making to drive economic, social and environmental development. Keen to see high quality public realm in district centres. Need to see higher prominence of Made to Move measures, like the Bee Network. Opposition to the road building schemes in the A6 corridor package. Concern over congestion, air quality and climate change impacts including in Marple. Also concern that large road building schemes would use up any available transport budgets making sustainable measures harder to deliver. The strategy lacks a Strategic Environmental Assessment.

Respondent (emails / letters)	Key concerns and issues raised.
North West Transport Roundtable	<ul style="list-style-type: none"> Strongly opposed to providing new highway capacity, as it is felt that this is only ever a short-term solution and – because of the environmental consequences – ought to be seen as the last intervention for any transport problems, not the first. Concerned that comments raised at the Issues and Options consultation are not fully reflected in the Draft Strategy appendices. Concern that the sustainable transport measures outlined in the Draft Strategy may not come forward, given the lack of delivery of initial SEMMMS recommended interventions. Support the non-highway and highway safety recommendations of the SEMMM Refresh Strategy. For clarity, the new road building schemes are not considered to solve a highway safety problem and are not supported.
Peak District National Park Authority	<ul style="list-style-type: none"> Generally supportive of the approach taken and pleased to see the recognition in the document of the proximity of the National Park to the Strategy area. Suggestion of increased use of technology aligned to cycling Support for suggested cycling interventions, and tram-train. Opposed to High Lane Disley Relief Road, due to its potential to induce more cross-Park traffic. Support for Chapel-en-le-Frith station (including park and ride).
Poynton Town Council	<ul style="list-style-type: none"> The Town Council strongly agree with the Draft Strategy's Vision and Objectives. Believes the key issues are congestion, poor public transport, and air and noise pollution, Concerned about the impact which new development will have on Poynton town centre. Sites are noted to lack nearby public transport services, which will create an overreliance on car use and have a consequent impact on the highway network. Would like Cheshire East to subsidise rail fares in a similar way to Greater Manchester, to encourage greater use. Would like a greater focus on air quality monitoring, particularly in Poynton town centre. Strongly support the restriction of HGV movements in Poynton town centre. Oppose the reduction of road space available to cars as a result of reallocation, for example the installation of bus lanes on the A34. Keen for BRT proposals to also serve Poynton. Not supportive of a Bramhall P&R, as this could increase traffic in Poynton town centre. Concerned if Middlewood station was closed, as it is used by residents of Higher Poynton. Would need clear access retaining to any new High Lane station. Would have concern over the High Lane Disley Relief Road proposal, if route options to the south of the A6 are under consideration.
Stockport Conservative Group	<ul style="list-style-type: none"> Support for an approach which adds capacity to the network to improve traffic flow, improve journey times and relieve congestion, and which encourages modal shift. Support for a complementary approach which gives smoother and more sustainable journeys as well as road network improvements and interventions which reduce journey times and improve resilience.

Respondent (emails / letters)	Key concerns and issues raised.
	<ul style="list-style-type: none"> Concerned that failing to further develop the business case and deliver the A6 to M60 Relief Road would undermine the coherent delivery of the whole Strategy. Concerned that there are no clear or specific timescales for implementation in the Draft Strategy. Perception this is a 'wish list' approach rather than a concrete plan. More clarity on delivery timescales would add confidence and maintain impetus. Therefore recommend the inclusion, as a minimum, of "early priorities" or identification of early, medium or long term projects. More clarity on funding strategy and opportunities is also required. Concern that A34 public transport measures are insufficient and may be slow to deliver in comparison to the pace of projected traffic increases. Also keen for proposals for Gatley crossroads to be developed promptly (considering wider options as well as a signalised roundabout). Not supportive of A34 bus lanes due to impact of capacity reduction on general traffic. Prefer stronger commitment to rail improvements, and support for new Reddish South services as well as more regional connectivity to the mid-Cheshire line. Support recommendations for new rail stations. Also support more car parking at stations and significant passenger service improvements. Concern that previous tram-train and Metrolink ambitions are repeated with little or no progress / development of these proposals. Support the principle and would be keen to see this pushed forward more quickly. Concern of slow progress on A6 Corridor study measures being implemented, including the A6 to M60 Relief Road. Also concern about a lack of information on how freight could be redirected, with inappropriate movements proposed to be discouraged or stopped. Support for more active forms of travel including walking and cycling and would like to see improved safety for pedestrians and cyclists as well as practical facilities. Strategy sets out what the Council wants but needs to articulate a clearer plan for how that will be achieved.
<p>Stockport Green Party</p> <p>*Note: The Stockport Green Party also submitted a questionnaire*</p>	<ul style="list-style-type: none"> Agree with a joined-up approach to land use planning and transport services. Believe it is important that the redrafted GMSF is considered before the SEMMM Refresh Strategy is finalised. Oppose the construction of new roads (A6 to M60 and High Lane Disley Relief Roads) and the focus on improving surface access to Manchester Airport. Believe that Airport growth should be halted. Concern that 'protecting the environment' in the Vision contradicts proposals to add road capacity and build on green belt. Note the lack of significant delivery of initial SEMMMS sustainable transport measures, compared to road building. Would also support congestion zones, low emission zones, and road charging. Supportive of BRT, active travel, Tram-Train and rail re-opening proposals, provided these are each implemented without impact on currently protected greenbelt land. Important that existing bus connections are sustained and strengthened wherever possible. Oppose the expansion of rail station parking, due to potential local increases in traffic levels.
<p>Stockport Liberal Democrats Group</p>	<ul style="list-style-type: none"> Supportive of the continued joint-working Stockport and Cheshire East on transport matters.

Respondent (emails / letters)	Key concerns and issues raised.
	<ul style="list-style-type: none"> • Concerned that the SEMMM Strategy refresh is being undertaken in advance of the Greater Manchester Spatial Framework being finalised. • Question how any of the infrastructure improvements required to cope with current congestion levels, let alone cope with new house building, can be delivered without significant central government and Combined Authority funding. Need national and sub-regional government support to deliver measures. • Supportive of rail and tram-train measures. Concerned about likelihood of tram-train delivery given lack of progress on these proposals previously. • Support Park and Ride improvements, BRT proposals, and wider bus service improvements. Operational issues with buses on A6 mentioned. Support Stockport Interchange walk/cycle link. • Supportive overall of the highway proposals in the Draft Strategy. Concern whether these are sufficiently ambitious given growth plans. A6 to M60 is key to unlocking congestion and reducing pollution and are concerned about the lack of financial support from Government for this infrastructure. Would like a more radical improvement at Gatley crossroads to be considered than is proposed in the Draft Strategy.

Appendix B. Consultation Event Boards

In 2001, the South-East Manchester Multi-Modal (SEMMM) Strategy outlined a 20 year transport plan for the South-East Manchester area. Cheshire East and Stockport Council, along with partners and stakeholders, are working to refresh and build on the original SEMMM Strategy looking forward to 2040.

We are updating the Strategy now, because some things have changed and there are more people than ever making journeys every day. The nature of those journeys is also changing in terms of where people are going and how they are travelling.

Transport is key to economic prosperity and updating the Strategy will provide a framework that will set out the priorities for investment in transport in the SEMMMS area for the next 20 years.

The Strategy refresh has been updated following the 8-step process outlined opposite.

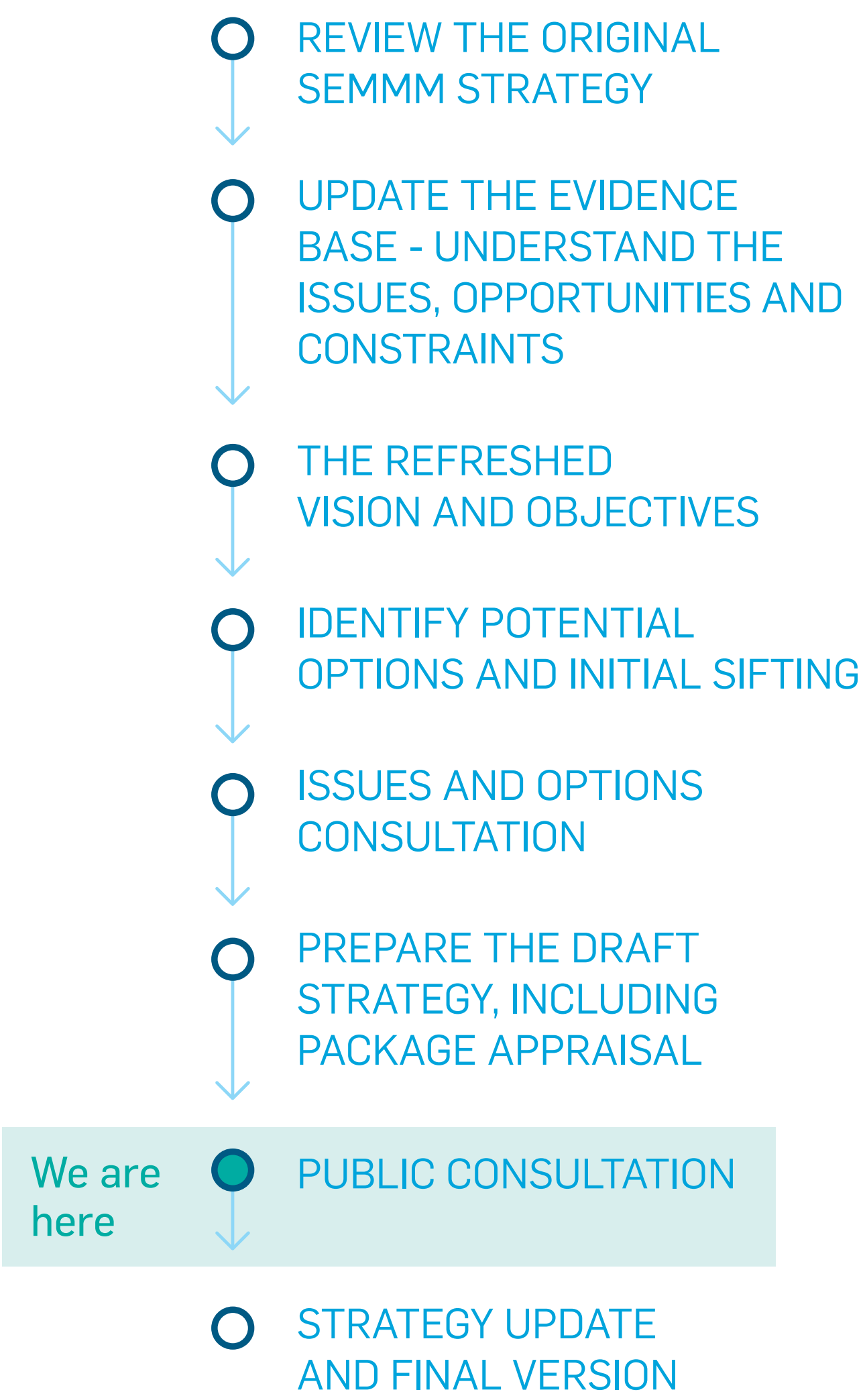



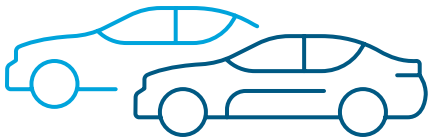



Figure 4 – SEMMM Strategy Refresh process

The SEMMM Strategy refresh is being undertaken alongside Cheshire East Council’s work to develop a new Local Transport Plan.

		
STOCKPORT, CHESHIRE EAST, HIGH PEAK AND THE PEAK DISTRICT NATIONAL PARK LOCAL PLANS	ONE PUBLIC ESTATE (OPE) PROGRAMME	CHESHIRE EAST LOCAL TRANSPORT PLAN UPDATE
 MANCHESTER AIRPORT GROWTH	NORTHERN POWERHOUSE INDEPENDENT ECONOMIC REVIEW	CHESHIRE EAST COUNCIL CORPORATE PLAN
TFN STRATEGIC TRANSPORT PLAN AND STRATEGIC DEVELOPMENT CORRIDORS	GREATER MANCHESTER STRATEGY	DERBYSHIRE LOCAL TRANSPORT PLAN
'MADE TO MOVE': WALKING AND CYCLING IN GREATER MANCHESTER 	STOCKPORT COUNCIL PLAN 2018-19	GREATER MANCHESTER SPATIAL FRAMEWORK 
GREATER MANCHESTER 2040 TRANSPORT STRATEGY	CHESHIRE & WARRINGTON LOCAL ENTERPRISE PARTNERSHIP STRATEGIC ECONOMIC PLAN	DFT - TRANSPORT INVESTMENT STRATEGY
GREATER MANCHESTER DEVOLUTION: BUS REFORM & MANAGED RAIL STATIONS	HIGH SPEED 2 	HIGHWAYS ENGLAND AND NETWORK RAIL PROGRAMMES
GREATER MANCHESTER MAYOR	GREATER MANCHESTER CONGESTION DEAL	GREATER MANCHESTER 'STREETS FOR ALL' STRATEGY

The SEMMM Strategy refresh sits alongside a number of other strategies and programmes.

This public consultation is a vital part of the Strategy development process. We have prepared a draft Strategy, but we want you to tell us if you think we have got it right.

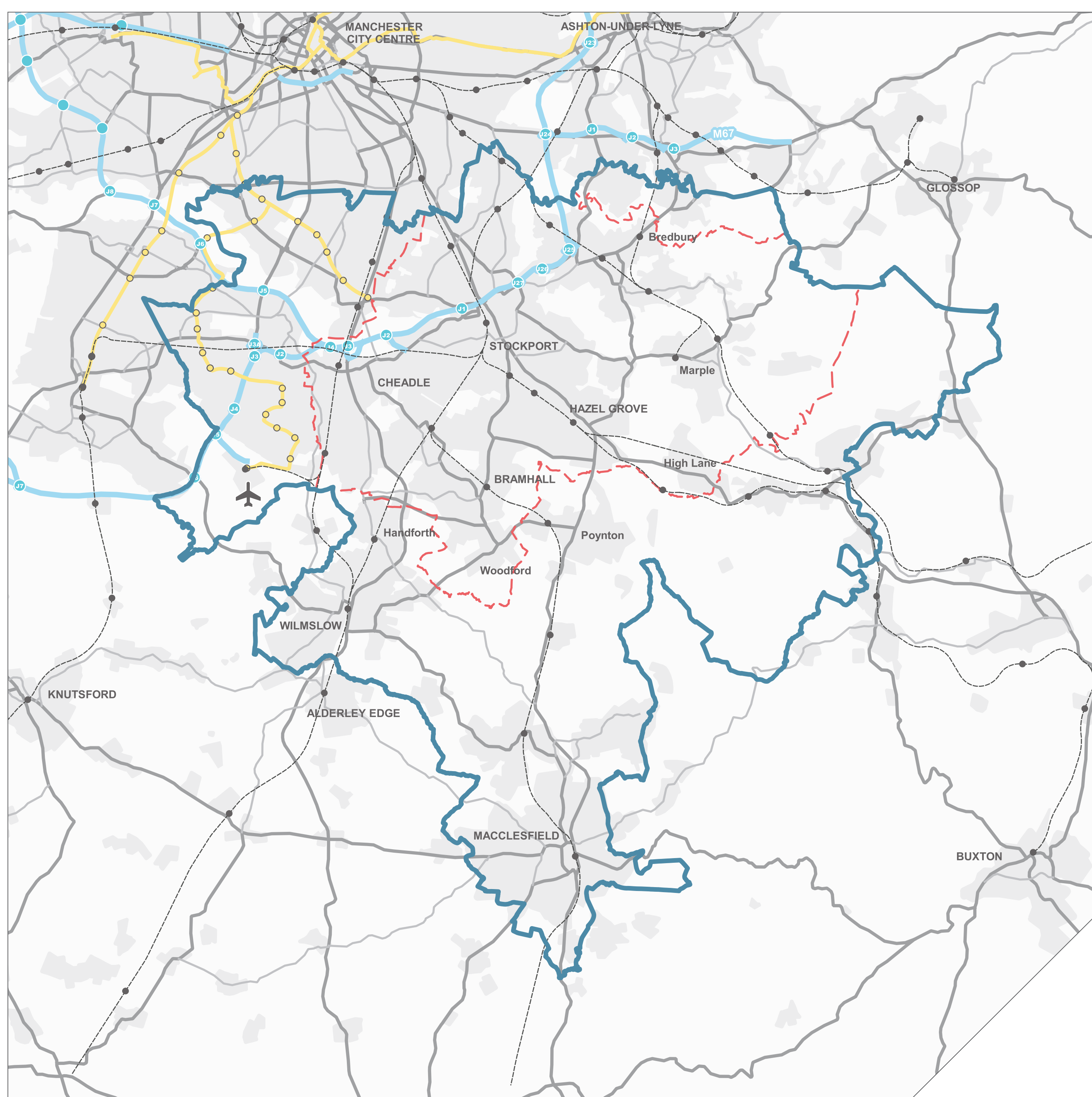
SEMMM Strategy Vision

“A transport network that creates conditions for **sustainable economic growth, improving quality of life and protection of the environment.**”

3 Primary objectives:



The SEMMM Strategy area



Key actions:

- 1 **TACKLE CONGESTION AND IMPROVE JOURNEY TIME RELIABILITY**, IN PARTICULAR ON KEY CORRIDORS.
- 2 **IMPROVE TRANSPORT CAPACITY AND ACCESSIBILITY TO JOBS AND SERVICES** IN THE REGIONAL CENTRE, KEY CENTRES, TOWN / LOCAL CENTRES, KEY EMPLOYMENT AREAS AND AT MANCHESTER AIRPORT.
- 3 **PROMOTE AN INTEGRATED PUBLIC TRANSPORT NETWORK THAT SUPPORTS SEAMLESS TRAVEL.**
- 4 **IMPROVE CONNECTIVITY** TO SURROUNDING KEY TOWNS AND CITIES THROUGH NEW AND **ENHANCED TRANSPORT LINKS.**
- 5 **IMPROVE SAFETY, SECURITY, RESILIENCE AND MAINTENANCE** OF THE TRANSPORT NETWORK.
- 6 **ENHANCE AND CREATE NEW SAFE WALKING AND CYCLING CONNECTIONS** AND ENCOURAGE ACTIVE TRAVEL TO **SUPPORT HEALTHY COMMUNITIES.**
- 7 **ENHANCE THE QUALITY OF THE BUILT ENVIRONMENT** AND CONTRIBUTE TO CREATING SUCCESSFUL STREETS, SPACES, VILLAGES, TOWNS & LOCAL CENTRES.
- 8 **INCREASE THE USE OF SUSTAINABLE TRANSPORT** AND SUPPORT THE CREATION OF A **LOW EMISSION FUTURE.**
- 9 **EXPLOIT NEW TECHNOLOGIES AND INNOVATIVE APPROACHES** WHERE THEY CAN ADD VALUE TO THE STRATEGY.
- 10 **PROVIDE IMPROVED ACCESSIBILITY TO LOCAL HEALTH, EDUCATION, LEISURE AND RETAIL SERVICES**, FOR ALL AGE GROUPS

What are we proposing? 8 Strategic Priorities



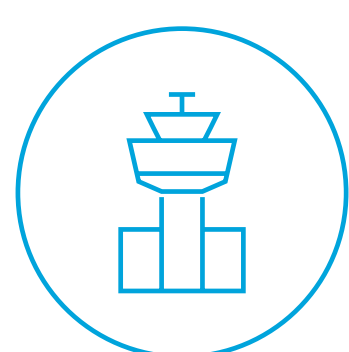
SP1 – Multi-Modal Improvements on A34 Corridor

- » Bus Rapid Transit (BRT) services (see SP2).
- » Enhancing parallel cycling routes including Bradshaw Hall Lane.
- » A new rail station at Stanley Green, including large park & ride.
- » Improvements at highway junctions throughout the corridor.
- » Major at-grade improvement scheme at Gatley Road Crossroads.
- » New rail station in Cheadle



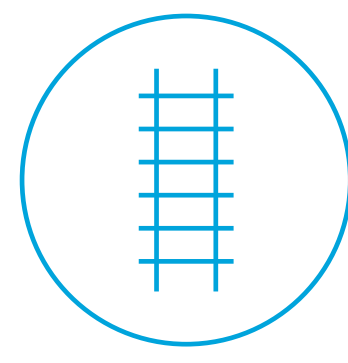
SP2 – New Bus Rapid Transit (BRT)

- » Three new BRT services are recommended:
 - Stockport – Hazel Grove - Woodford - Handforth - Stanley Green – Heald Green – Manchester Airport.
 - Wilmslow - Handforth - Stanley Green – Heald Green – Manchester Airport
 - Wilmslow - Handforth - Stanley Green – East Didsbury Metrolink stop.
- » New bus only links, as well as on-road bus priority on A34.
- » Direct interchange with rail services at Stanley Green and Handforth.
- » Supporting Park and Ride car park in Bramhall.



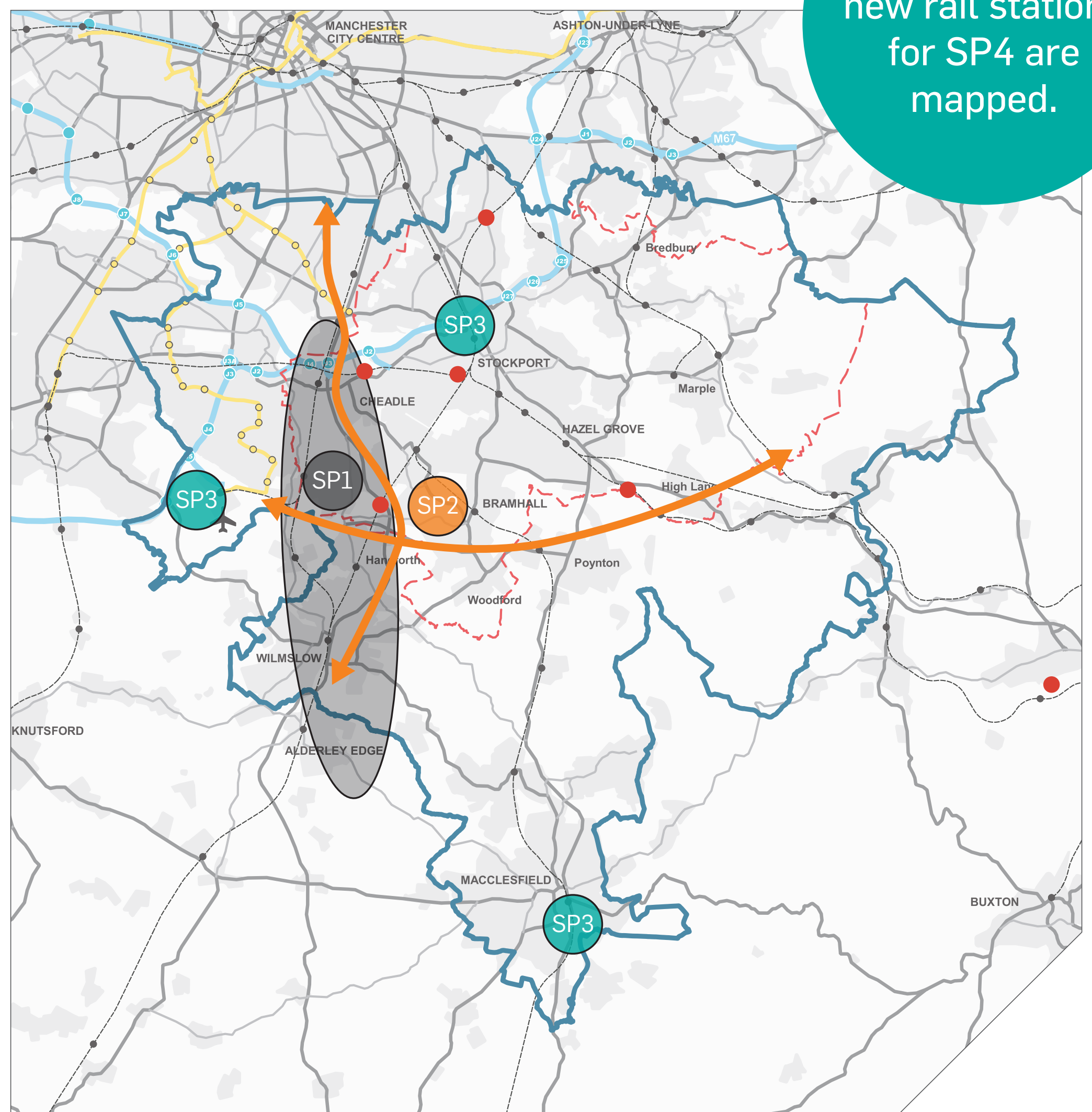
SP3 – Improving Major Transport Interchanges

- » Deliver Stockport Interchange
- » Redevelop Stockport Station to improve passenger facilities as in the Station Masterplan
- » Enhanced walking and cycling link between Stockport bus and rail stations.
- » Endorse Manchester Airport's surface access improvements, including new Metrolink extension.
- » Improve facilities at Macclesfield rail station alongside HS2 services.



SP4 – Enhancing the Rail Network

- » Rail improvements to be guided by on-going TfGM Rail Corridors Studies – SEMMM Strategy would support electrification of the Buxton Line and a signals upgrade on the West Coast Mainline.
- » Potential new stations have been identified:
 - Stanley Green (A34 Corridor)
 - High Lane and Chapel-en-le- Frith (A6 Corridor)
 - Cheadle and Adswold (Stockport-Altrincham Rail Line)
- » Additional car parking required at many stations to improve park & ride options.
- » Long-term integration with High Speed 2 timetables must be carefully managed to ensure improvements to local services.



The potential new rail stations for SP4 are mapped.

The full list of proposed interventions are included in Appendix C of the draft Strategy document

What are we proposing? 8 Strategic Priorities



SP5 – Development of Cycling and Walking Networks

- » We want to deliver a range of schemes to encourage more cycling and walking. Examples of schemes we have identified include:
 - Completing the Wilmslow to Manchester Airport cycle route
 - New links from the Stockport Cycle City Ambition Grant 2 scheme at Ladybridge to A6MARR
 - Improved provision along the A6 corridor, utilising redistribution of space where appropriate
 - Local route improvements for access in and around Wilmslow and Macclesfield
 - New Heaton link, connecting Fallowfield Loop and the TransPennine Trail (TPT)
 - Improving links to Stockport Town Centre from neighbouring areas (including Brinnington)



SP7 – Multi-Modal Improvements to Support A6 Corridor

- » New rail stations at High Lane and Chapel-en-le-Frith
- » Explore opportunities for road space reallocation to encourage cycling and walking within the corridor
- » Buxton Line Rail Electrification
- » Further work to review the business case for A6 to M60 Relief Road
- » Work to develop a business case for a High Lane-Disley Relief Road
- » East Didsbury – Hazel Grove Tram-Train



SP6 – Introducing Tram-Train, better connecting Stockport to neighbouring areas

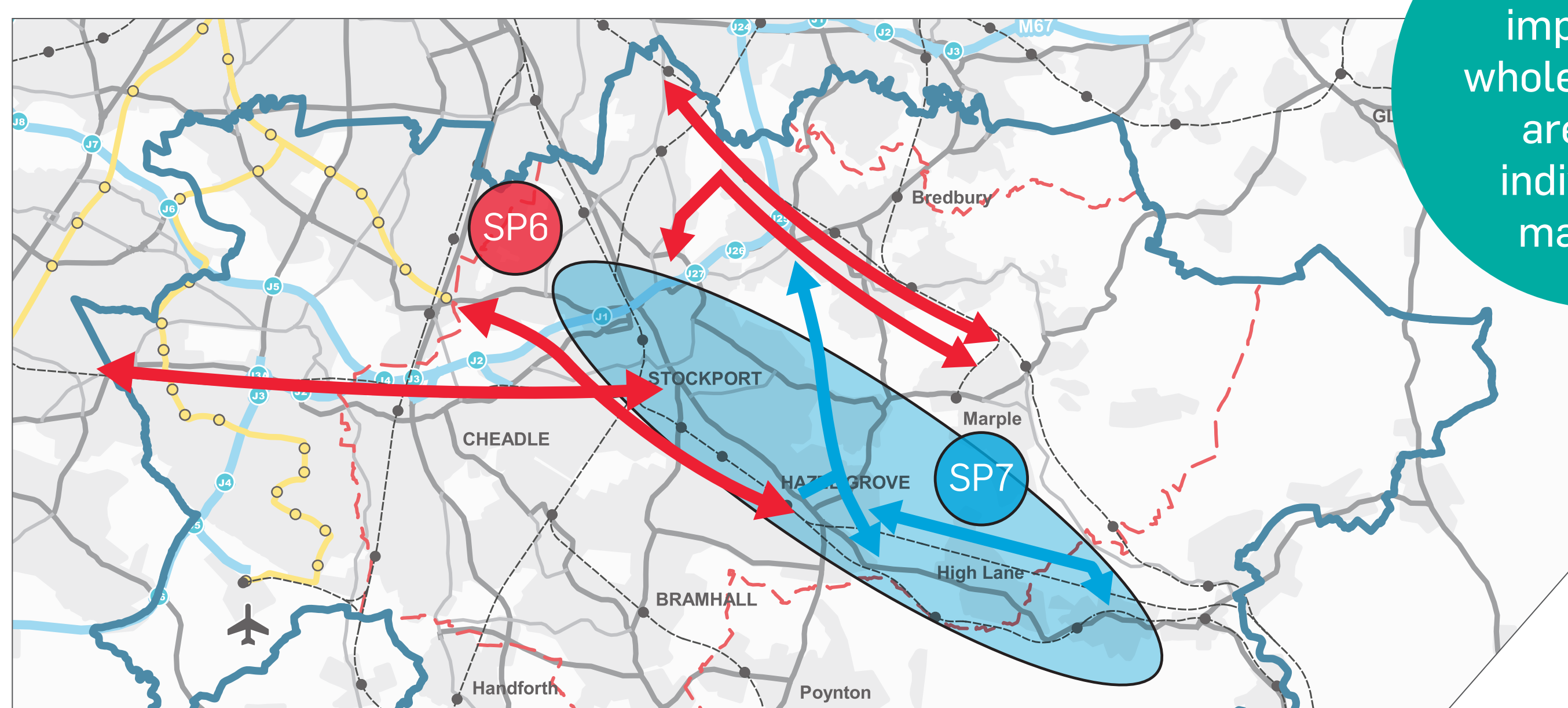
- » There are a number of potential opportunities for tram-train in the strategy area, subject to further appraisal work:
 - **Stockport – Altrincham:** Conversion of existing railway line to tram-train with new intermediate stations.
 - **Stockport – Airport:** A Baguley stop on the Stockport-Altrincham Line provides opportunity to connect to the current Metrolink line to Manchester Airport.
 - **East Didsbury – Hazel Grove:** Extension of current East Didsbury Line to Hazel Grove with new stops.
 - **Manchester – Marple:** Conversion of existing rail service to tram-train with increased service frequency.
 - **Stockport – Marple:** A connection between Marple railway line and Stockport (route to be reviewed) – with a potential longer term orbital extension to Ashton



SP8 – Close Integration of Transport with Land Use Planning

- » This Strategy has been approached with consideration of the Cheshire East Local Plan and GMSF proposals.
- » Sustainable transport must be closely integrated into the planning and delivery of new development sites
- » Routes and services to sites need to be in place as soon as is practical.

The full list of proposed interventions are included in Appendix C of the draft Strategy document



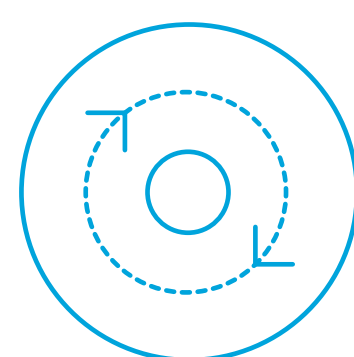
SP5 and SP8 impact the whole Strategy area (not individually mapped).

What are we proposing? Other Key Features



A523 Corridor

- » On-line corridor review to identify:
 - Local capacity improvements
 - Safety and speed limit review and upgrades
- » Northern sections benefit from the opening of Poynton Relief Road
- » Macclesfield Movement Strategy to provide benefits at the southern extent
- » Southern bypass (Poynton Relief Road – Macclesfield) considered in optioneering – analysis suggests the transport business case would not be strong enough to secure required level of funding
- » Bus passenger facilities upgrades
- » New walking and cycling facilities within the corridor



Orbital Travel

- » Bus Rapid Transit (BRT) services, with Bramhall Park & Ride car park.
- » Strengthened bus connections.
- » Stockport – Altrincham tram-train with new stations at Timperley, Baguley, Cheadle and Adswood
- » Potential widening of the A555 (Woodford to Handforth) – Possible High Occupancy Vehicle lanes or Bus Lanes



Supporting Sustainable Travel

- » Our 8 Strategic Priorities all relate to measures which will support more sustainable travel
- » Greater Manchester bus reform
- » Car clubs
- » 20mph zones in residential streets
- » Bicycle hire schemes
- » Electric bicycle and vehicle charging network
- » Smart ticketing



Enhancing Local and District Centres

- » Review environments, considering their function – Balancing 'Movement and Place'
- » Improvements to make the walking and cycling networks more accessible, reflecting a "Streets for All" approach



Stockport Town Centre

- » Redeveloped bus station (Stockport Interchange)
- » New rail station / bus station walking and cycling link
- » Redevelopment of Stockport rail station, and delivery of the wider rail station masterplan
- » Improved walking and cycling provision both along the A6 and from the town centre to neighbouring communities
- » Improving walking and cycling route to the town centre, including better M60 crossings



Tackling Air Quality

- » Encourage greater use of public transport and cycling and walking
- » Better traffic and network management
- » More environmental-friendly vehicles and infrastructure to support this
- » Support delivery of local and sub-regional air quality, noise and carbon emissions strategies.

The full list of proposed interventions are included in Appendix C of the draft Strategy document

What are our early priorities?

This is a long term strategy for the future. However, it is important that we continue to deliver shorter term schemes to deliver early benefits for our communities.



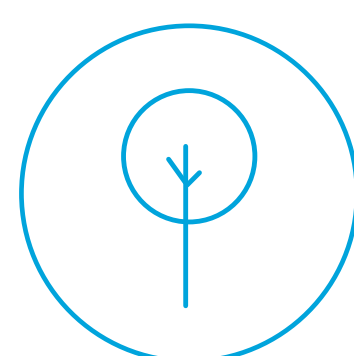
Bus

- » **Continual improvement** of the bus network, protecting and growing key routes in Greater Manchester.
- » Work with operators to **deliver an effective service** in North Cheshire where commercial services are more challenging to operate.
- » New **Stockport – Manchester Airport BRT**.
- » Deliver a new and modern **Stockport Interchange**.
- » Improve the **cycling and walking connections** between Stockport rail and bus stations.
- » Improvements to **bus stops and shelter** facilities.
- » Encourage greater use of the **Hazel Grove** bus park and ride site.



Highway Improvements

- » A34 corridor improvements, including schemes junctions with Stanley Road, Coppice Way and the Alderley Edge bypass (northern roundabout).
- » **Wilmslow Road**/Finney Lane and Etchells Road junction
- » **A523 Corridor** safety review and on line local highway improvements.
- » **A560 capacity enhancement** at Stockport Road West junction and realignment at rail bridge in Bredbury.
- » **Traffic signal optimisation**.
- » **Macclesfield Movement Strategy**.



Environment

- » Continue to support development of **local and sub-regional responses to air quality, noise and carbon emissions**.
- » Expand the network of **electric vehicle** charging points.
- » Communicating **health and cost benefits** of diverse modes.



Rail

- » Increasing **car parking** at Heald Green, Bramhall, Cheadle Hulme, Handforth, Marple, Wilmslow, Gatley, Macclesfield stations.
- » Improved **signage and passenger facilities** at rail stations.
- » New rail stations at **Cheadle** and **Adswood** on Altrincham – Stockport Line (in advance of any conversion to tram-train operation at a later date).



Active Modes

- » New and improved **walking and cycling routes**, including:
 - In and around Wilmslow
 - Completed route between Wilmslow and Manchester Airport
 - A6 improvements
 - A34 parallel routes
 - Routes to Stockport Town Centre
 - M60 crossings
- » Encouraging bike share schemes
- » Local Cycling and Walking Infrastructure Plans (LCWIP) programme.

What next

The public consultation runs until Monday 2nd July 2018.

We will review the draft Strategy following the public consultation, to take account of the views raised.

We will also review the draft Strategy following the publication of the 2018 draft Greater Manchester Spatial Framework plan, to ensure the SEMMM Strategy update takes account of the emerging GMSF proposals.

We plan to have a final Strategy to adopt in Winter 2018.

For updates, please look at the SEMMM Strategy Website www.semmms.info

Appendix C. Overview of open text comments included in questionnaire responses

Within the questionnaire, there were opportunities for respondents to add their own comments to explain their responses to the questions.

Of the 599 completed questionnaires, 474 people added text comments to at least one of the boxes provided, with 125 people adding no text comments².

Where provided, all open text responses have been analysed by the Strategy development team. For ease of reporting, the comments have been classified into recurring topics and themes. The body of the report provides an overview of the numbers of open text comments added about each topic, whilst this Appendix provides a more detailed summary of the opinions raised.

A number of the popular topics can be directly aligned to the 8 Strategic Priorities; these are reported first. There are also a number of other topics which have been raised by stakeholders and the public which are covered subsequently.

Comments referencing topics which align to the Strategic Priorities

SP1 – Multi-modal improvements throughout the A34 corridor

Around 42 of the 599 consultation responses included open text comments which related to elements impacting the A34 corridor. The most common topics raised are summarised below:

- Gatley Crossroads – There were a range of comments which referenced existing delays and congestion experienced near to the A34 / Gatley Road junction. This was highlighted in the Draft Strategy as one of the primary highway issues within the area. Some comments expressed concern over the proposed intervention suggested in the Draft Strategy and suggested that a new roundabout may not be a suitable solution. Some local residents also expressed concern over the impact construction works could cause.
- Wider highway improvements in the corridor – A small number of text comments, some negative and some positive, referred to the wider highway works suggested within the Draft Strategy, including the scheme for Stanley Green roundabout and the proposed mini-roundabouts on the B5358 Wilmslow Road.

SP2 – New Bus Rapid Transit (BRT) network

Around 34 of the 599 consultation responses included open text comments which related to Bus Rapid Transit. The most common topics raised are summarised below:

- There were a range of comments related to the new bus scheme which is detailed in the Draft Strategy. The connection to East Didsbury appears to be the most popular aspect raised in the comments.

² When considering the open text comments, the Strategy development team have been mindful of the impact of 'negativity effect'. This is the notion that if presented with two things of equal intensity, one of a more negative nature will have a greater effect on one's psychological state and processes than neutral or positive things. It is therefore to be expected that something which is agreeable and viewed negatively by a responder is generally more likely to motivate that person to add a descriptive text comment to the questionnaire than something which may be equally emotional but positive. It is therefore typical for the comments added to questionnaires of this nature to be weighted towards dislikes. The comments have provided valuable additional description and understanding around the reasons behind people's response to the consultation questions. It must be clearly understood that the Strategy team does not consider a response which does not include a text comment to be any less valid than those which do.

- There was support from people who live close to the potential routes, as well as various comments from respondents in other areas who would like the service to extend to the area where they live. Some of these suggested areas included Cheadle, Gatley, High Lane, Knutsford, New Mills, Poynton and Macclesfield.
- Some comments questioned the proposed new Park & Ride in Bramhall, when the Stagecoach facility in Hazel Grove is deemed to have been unsuccessful. Some local residents also expressed concern that the proposed facility would increase local congestion.
- Within the open text comments which refer to rapid transit and BRT, some also refer to Metrolink. It appears that some respondents may hold a preference for tram as a form of rapid transit service, over BRT. It is unclear if this is due to a genuine preference, or if there may be some unconscious bias with the concept of tram being more clearly understood than a BRT system.

SP3 – Improving the major transport interchanges – Stockport Airport and Macclesfield

Only 9 of the 599 consultation responses included open text comments which related to interchanges. These comments primarily referenced the proposals to redevelop Stockport Interchange, and the need for the improved link between the bus and rail stations (as is proposed in the Draft Strategy).

SP4 – Enhancing the rail network across the area

Around 168 of the 599 consultation responses included open text comments which related to rail services and rail improvements. The most common topics raised are summarised below:

- Many comments referenced problems with the existing rail network, and dissatisfaction with the existing service. A variety of different issues were mentioned, including issues with service reliability, low frequencies (especially during the inter peak, during evenings and on Sundays), and the quality of the rolling stock.
- It is noted that the SEMMM Strategy Consultation commenced the day after the May 2018 timetable change, which led to a number of operational issues for Northern Rail. As a result, rail services were a prominent issue in local and national media. In addition, the May 2018 timetable change resulted in a reduced level of service at some stations in the South-East Manchester area (e.g. Gatley has one fewer peak hour train). Some comments referenced that change was directly opposed to the stated ambitions of the Draft Strategy and therefore reduces the credibility of the Draft Strategy's deliverability.
- Some comments referred to accessibility issues with rail services, specifically the challenges faced by people with pushchairs or in wheelchairs. There are still many stations around the South-East Manchester area which do not offer step-free access to platforms. Additionally, there can also be large 'steps' between carriages and platforms.
- A number of responses were positive about the benefits of an improved rail network. The Draft Strategy promotes the case for improved services, newer trains and new rail stations. When comments were provided about rail improvements, people were largely supportive of these ambitions. Many of the text comments agreed that public transport (including rail) needs to be improved.
- In the case of proposed new rail stations, many open text comments referred to the proposal for new facilities in Cheadle and the reinstatement of a full passenger service at Reddish South.
- Open text comments identified mixed views in relation to proposals for additional rail station car parking. Some respondents were supportive, as existing facilities are at capacity. However, other people added that they would be concerned about the additional traffic on the local network which would be generated by more rail station car parking capacity.
- Providing more attractive bicycle parking at rail station was mentioned in some of the open text responses.

- The Draft Strategy states an aim to provide a new rail station near to High Lane. Some open text comments included reference to the potential location of this proposed new rail station (either near to High Lane or at Simpsons Corner), as well as questions about the existing access to Middlewood station as an alternative.
- There were a small number of comments referencing the integration of High Speed 2 into the existing rail network.

SP5 – Continued development of the cycling and walking networks

Around 102 of the 599 consultation responses included open text comments which related to walking or cycling. The most common topics raised are summarised below:

- Many of the open comments referred to the need to improve provisions for active travel, and particularly cycling.
- There were comments which promoted the case for more on-street and off-road cycling facilities, as well as the need for more secure cycle parking, particularly at rail stations. It should be noted that the Greater Manchester 'Bee Network' cycle network proposals were announced on 27th June 2018 (in the middle of the SEMMM Strategy consultation period). At the time, this was a prominent issue in local media and was referenced in open text comments by a number of respondents.
- Some people stated the view that on-road cycle facilities are not appropriate and take away too much capacity from general traffic. Other respondents supported more on-road cycle facilities and view them as critical to encouraging behaviour change. There was a view from some people that segregated facilities are vital to encourage less confident and less familiar cyclists.
- The maintenance of cycle facilities was raised by some respondents, including surface quality, cleaning and vegetation overgrowth.
- In relation to walking, open text comments were centred around the need to improve facilities with better lighting, wider footways and more controlled crossings. The health benefits of more active travel were also noted by some respondents.
- Some people identified the need for more behaviour change promotions, which is one of the initiatives promoted within the Draft Strategy. There was an acknowledgement from some people that getting people to use cars less often needs to be the key focus for a sustainable and viable future network. Promotion of travel choices (including bus services) was considered to be lacking at present by some respondents.
- Some respondents suggested local journeys where they feel provisions do not currently enable them to choose to walk or cycle.

SP6 – Introducing tram-train, better connecting Stockport to neighbouring area

Around 54 of the 599 consultation responses included open text comments which related to Metrolink and tram-train. The most common topics raised are summarised below:

- There were a number of comments in support of the plans to connect parts of Stockport to the Metrolink network - in particular, the link from East Didsbury to Stockport and Hazel Grove was mentioned.
- The Draft Strategy refers to new stations on the Altrincham-Stockport line, with the conversion of this service to tram-train operation. Generally, comments about running this as a tram-train service were limited. Some respondents referred to being supportive of the new stations element of the proposals but did not provide comment on the potential tram-train operation of the route. Some respondents referred to the need for the single track section of this route to be upgraded to facilitate a viable scheme. There was also some concern over the impact on existing freight paths.
- Across the open text comments, there was a general positive perception of Metrolink and an eagerness for Stockport to be integrated to the network. One reason tram appears

popular is because it would not be subject to highway congestion which impacts bus service reliability.

SP7 – Multi-modal improvements to support the A6 corridor

Around 271 of the 599 consultation responses included open text comments which related to issues and measures within the A6 corridor. The most common topics raised are summarised below:

- This SP includes two new road building proposals. Some respondents added text comments which expressed opposition to any road building being part of the future SEMMM Strategy. These comments reflect opposition to both the A6-M60 Relief Road and High Lane Disley Relief Road proposals.
- The A6 to M60 Relief Road proposal was the most commonly mentioned topic where open text comments were added. A majority of comments in respect of this topic express opposition to the proposal and disagreement with this part of the Draft Strategy. The reasons for this were most commonly the impact on greenspace and the environment, wildlife, air quality and disruption during construction. Conversely, some respondents added text comments to express support for the scheme as a means of improving access to the motorway and relieving local congestion on the A6, adding that it must be a priority for the updated Strategy.
- There were several comments provided regarding the High Lane Disley Relief Road proposal. Some respondents have the view that this link is required to manage future traffic growth on the A6, and especially needed if the A6-M60 Relief Road is constructed. There were also several comments which opposed the High Lane Disley Relief Road proposal, for similar reasons stated as those comments in opposition to the A6 to M60 Relief Road.
- Some comments related to development and the impact on travel demand within the A6 corridor, including references to potential new housing in High Lane (as proposed in the Winter 2016 draft of the Greater Manchester Spatial Framework).
- Some respondents also commented in respect of road space reallocation on the A6. This included some people who were keen for more cycle lanes and bus lanes on the A6, and other people who opposed these schemes due to the impact it may have on highway capacity.

SP8 – Ensure close integration of transport with land use planning

Around 34 of the 599 consultation responses included open text comments which related to land use planning and the impact of future development on transport.

Many of the comments added were related to the additional pressure which further development growth will place on all parts of the transport system. In particular, there were views expressed that the public transport networks need improving and closely integrating to limit the reliance on private car. However, it was noted that this will be challenging to achieve, as some development is proposed away from existing bus and rail routes.

There were also questions about the timing of the Strategy refresh, alongside the development of the GMSF.

Comments referencing other topics

The following topics do not align as closely with one of the 8 Strategic Priorities in the Draft Strategy but were also raised within the open text comments.

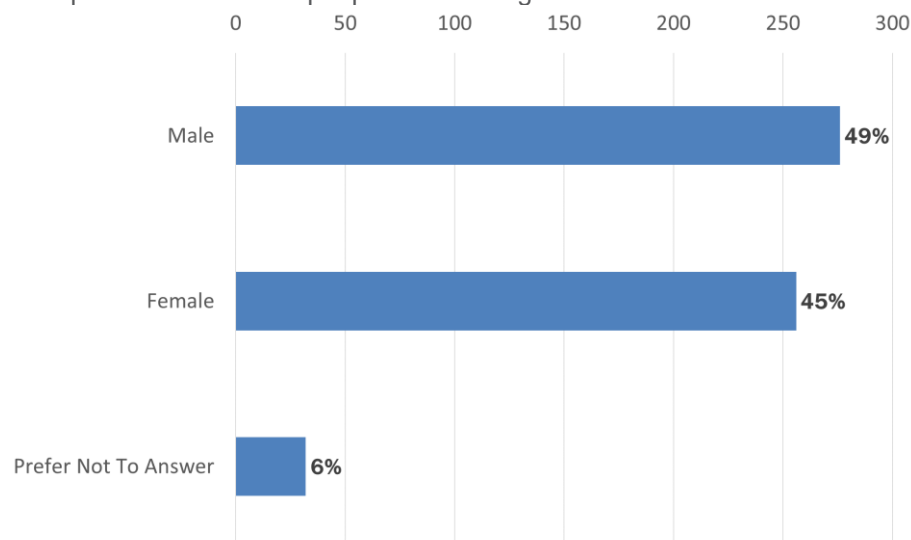
- Protecting greenspace - The need to protect greenspace was raised by a number of people, primarily alongside comments opposing new road building and the impacts this may have in the Goyt Valley. Around 139 comments.
- Air quality issues and monitoring - Comments related to air quality impacts caused by transport were included by several respondents. This included concerns over air quality issues arising from congestion as well as concerns about areas which could be newly impacted by road building proposals. Around 96 comments.

- Bus services – There were a number of open text comments added in regarding local bus services. Many refer to the need for improved bus services and highlight issues with the current network, including the coverage of routes, service reliability, service frequency and the quality of the journey experience. There were various comments related to recent reductions in bus services, applicable in both Stockport and Cheshire East. It is noted that this consultation was undertaken a few months after Cheshire East completed their review of subsidised bus services which resulted in some services being withdrawn. Around 55 comments.
- Delivery and Funding – There were many comments related to how the Strategy proposals may be delivered and funded, and how much certainty there can be about delivery (given the current backdrop of budget constraints and other public transport services being withdrawn such as local bus services). Around 55 comments.
- Impacts and importance on public health and quality of life – Many open text comments made the link between transport and quality of life. In relation to road building proposals, there were concerns about the impact on communities lining the Goyt Valley. Some respondents also linked concerns over public health to concerns over worsening air quality from transport. Around 62 comments.
- A6MARR construction – Various comments related to the delays with the opening of the A6MARR road. Some respondents complained about the disruption caused by the construction, with others questioning the reasons for the over-run. Around 22 comments.
- Public transport fares – Related open text comments referred to the need for public transport to be affordable (and competitive against equivalent car costs for petrol and parking), the need for an integrated smart-ticketing travelcard system, and references to issues with cross-boundary ticket pricing which can lead to residents driving into Greater Manchester in preference to using Cheshire East rail stations. Around 34 comments.
- Disabled / Vulnerable User Access – Some open text comments related to areas where vulnerable users do not have full accessibility to travel. This was primarily raised in relation to rail services where not all platforms are step-free, and there can be height differences between carriages and platforms. Around 18 comments.
- SEMMM Strategy consultation – There were a number of concerns raised about the consultation process, the promotion of the events and the format of the consultation questionnaire. Around 22 comments.
- Public Transport integration – There were various comments about the need to better integrate services, for example bus and rail timetables. Around 23 comments.
- Orbital connectivity – Comments related to improving wider links to neighbouring areas such as Tameside to the east and Carrington/Sale to the west. These were largely mentioned as missing public transport connections where the car is the only viable option. Around 18 comments.

Appendix D. Personal information questions from questionnaire

Gender

The questionnaire asked people what their gender is.



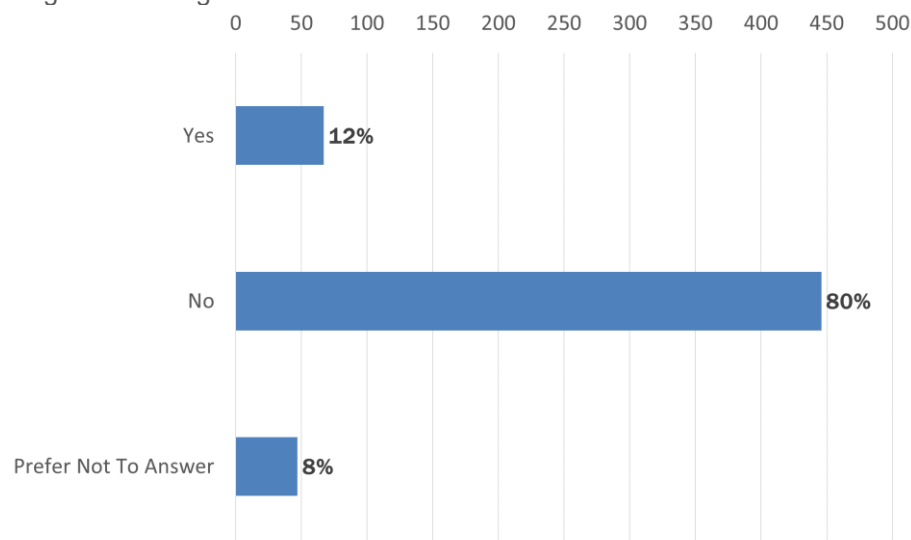
564 of 599 questionnaires contained a completed response to this question.

The responses are shown to come relatively evenly from both men and women, with a slightly higher representation from men.

There were 67 people who either did not answer the question or ticked the box which said they would prefer not to answer.

Disability or Long-Term Limiting Illness

The questionnaire asked people if they consider themselves to have a disability, or if they have a long-term limiting illness.



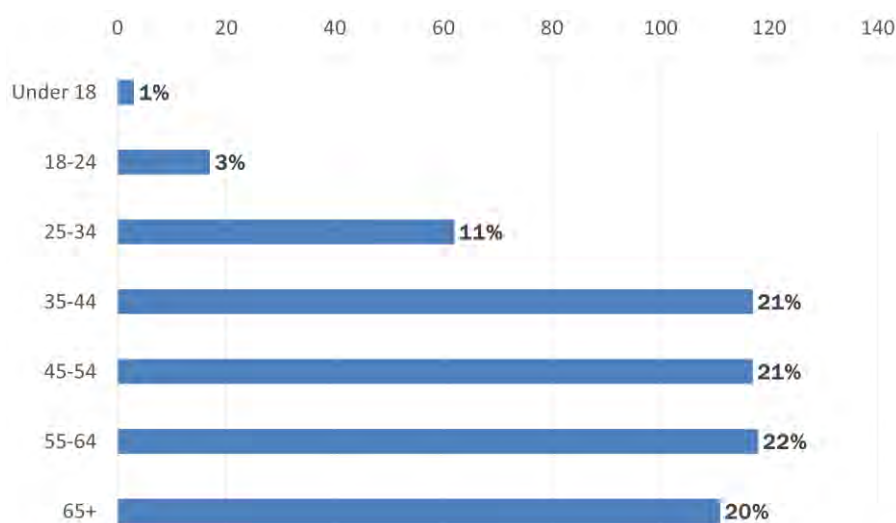
560 of 599 questionnaires contained a completed response to this question.

There were 67 responses from people who consider themselves to have a disability or a long-term limiting illness.

There were 86 people who either did not answer the question or ticked the box which said they would prefer not to answer.

Age

The questionnaire asked people to indicate which of the following age brackets they fall within.

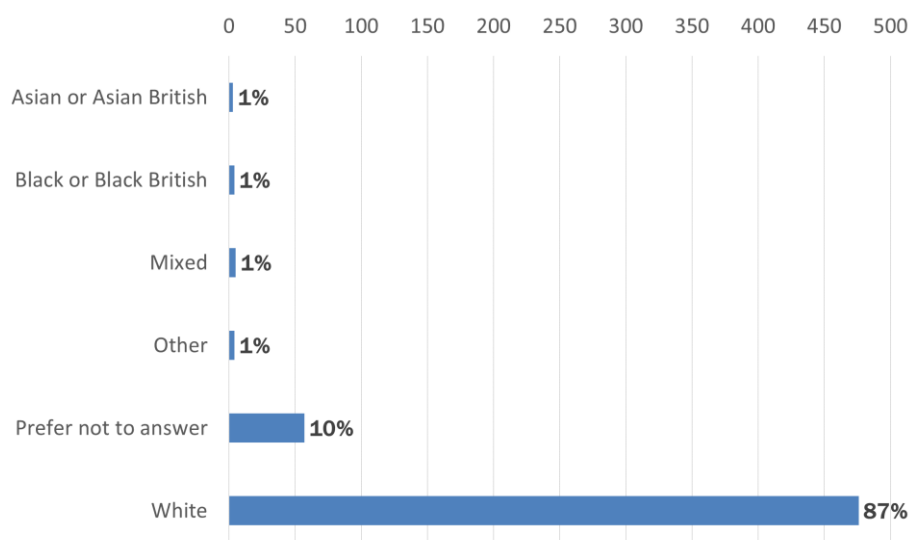


545 of 599 questionnaires contained a completed response to this question.

There was a good spread of responses from people age 35 or over, with similar numbers of people in each of the highest 4 age brackets. There was a smaller proportion of responses from under 35's. There were 54 people who did not answer the question.

Ethnicity

The questionnaire asked people how they define their ethnic group.

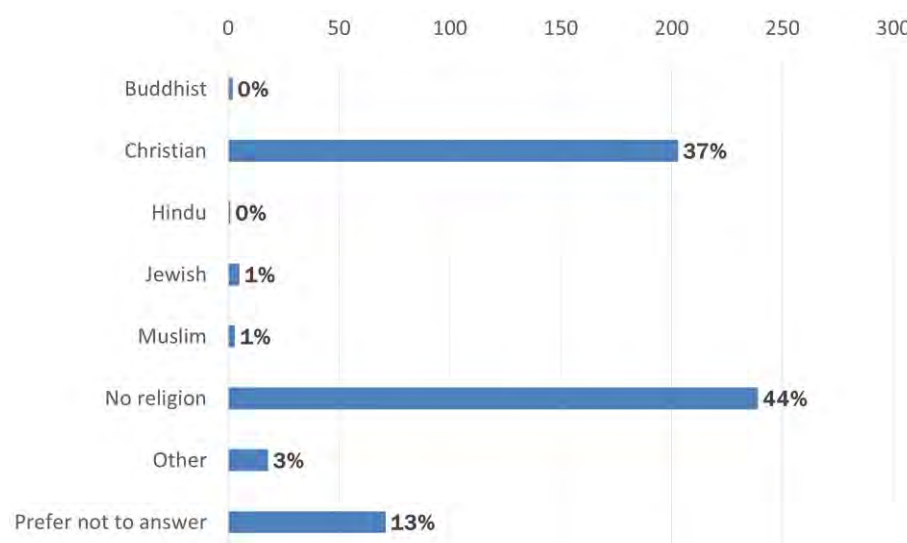


549 of 599 questionnaires contained a completed response to this question.

The majority of responses were from people who consider their ethnicity to be White, with small numbers of people who associate themselves with other ethnic groups. There were 107 people who either did not answer the question or ticked the box which said they would prefer not to answer.

Religion

The questionnaire asked people how they define their religion or belief.



542 of 599 questionnaires contained a completed response to this question.

The most common responses to the question were from people who identify as Christian, or people who do not associate themselves with a religion or belief. There were small numbers of people who indicated other religions. There were 128 people who either did not answer the question or ticked the box which said they would prefer not to answer.

