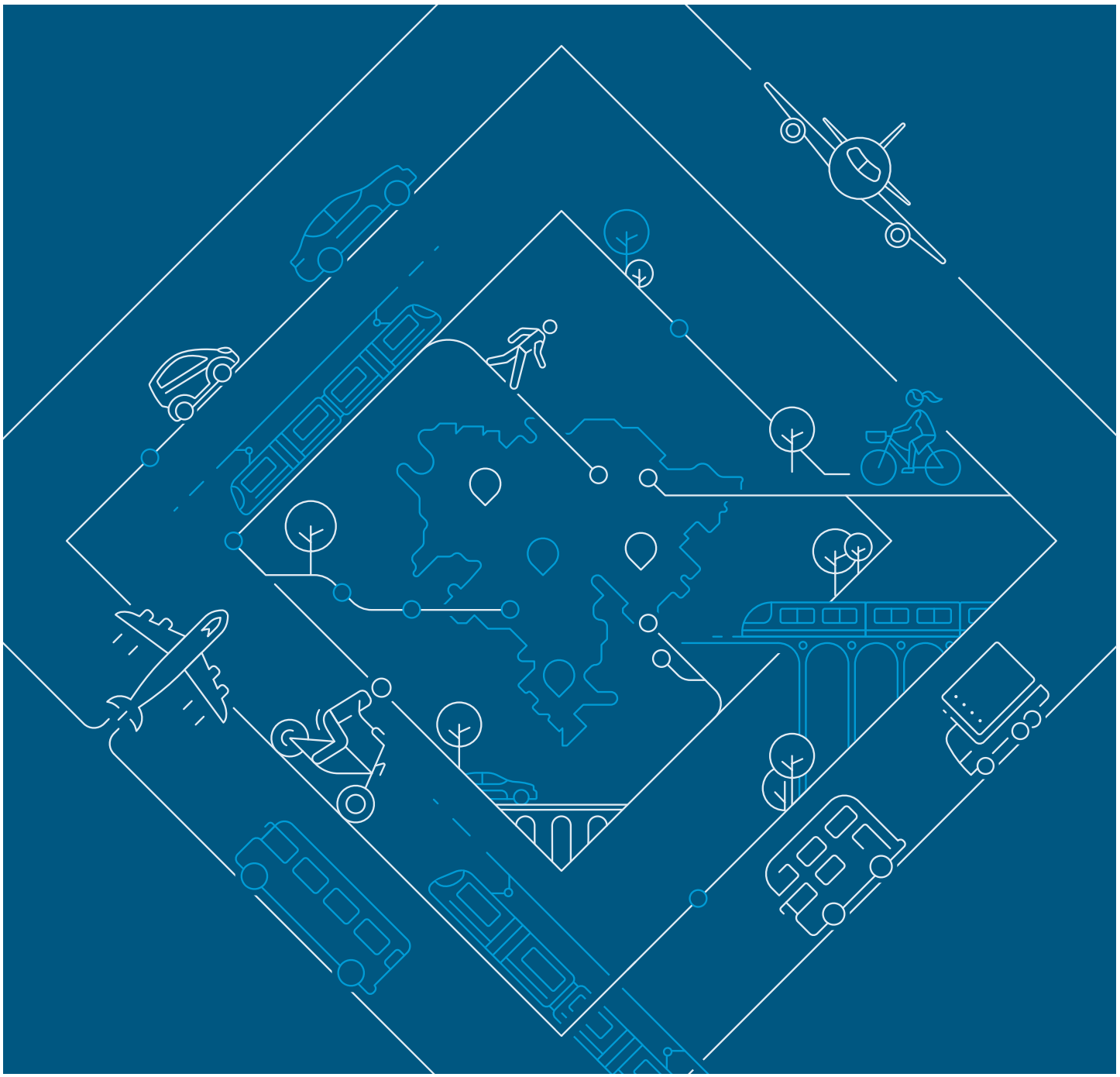
South East Manchester Multi-Modal Strategy

Consultation Draft

May 2018



Cheshire East Council

STOCKPORT METROPOLITAN BOROUGH COUNCIL

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Contents

Executive summary

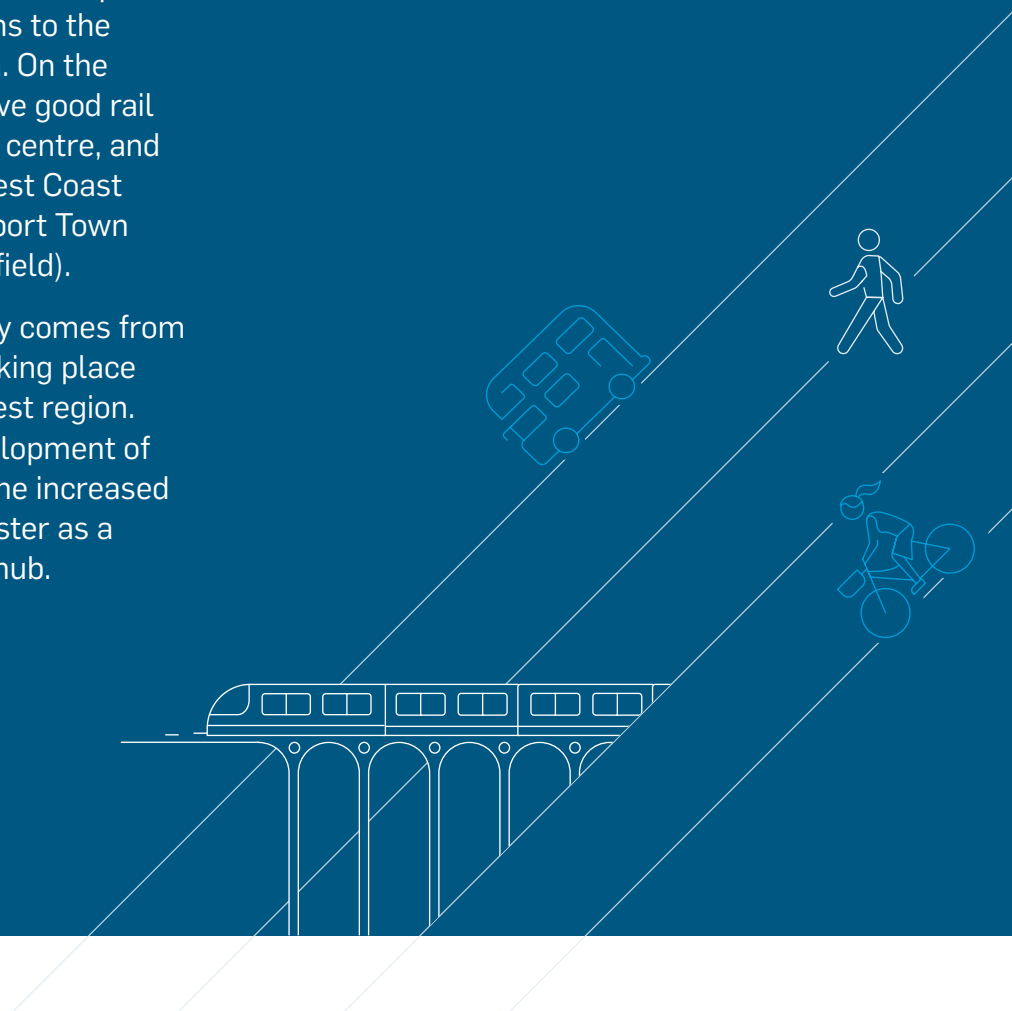
The South East Manchester Multi-Modal (SEMMM) Strategy was approved in 2001, outlining a 20-year plan of the transport needs for this area. This is an area of great diversity, covering the south eastern extents of Greater Manchester's urban area, and the rural fringe of North Cheshire. Within the area are contrasting levels of urbanisation, and demographic characteristics.

Stockport town centre is established as one of Greater Manchester's major centres, and lies in the heart of the Strategy area, whilst Macclesfield is East Cheshire's second largest settlement and forms the southern tip of the Strategy area. To the immediate west of the area lies Manchester Airport, the North West's main global gateway and the third busiest passenger Airport in the UK.

Much of the area is well connected to the Strategic Road Network (SRN) – the M60 passes east-west to the north of Stockport town centre, whilst the M56 runs to the north-west of the Strategy area. On the railways, larger settlements have good rail connectivity to Manchester city centre, and other major UK cities via the West Coast Mainline (accessed from Stockport Town Centre, Wilmslow and Macclesfield).

The need to update the Strategy comes from the transformational change taking place across this part of the North West region. The continued growth and development of northern cities is anchored by the increased prominence of Greater Manchester as a national focal point and global hub.

Manchester Airport is central to this, and the whole of the south east Manchester area has the potential to support wider growth in the region, with Stockport and Macclesfield town centres both experiencing significant development and investment. The region's economic strength is also enhanced by the Cheshire Science Corridor, with one of its landmark sites at Alderley Park within the Strategy area.



Overarching local transport policy is provided by the Greater Manchester 2040 Transport Strategy (published Feb 2017), and the update to the Cheshire East Local Transport Plan which the Council is currently developing. Transport for the North (TfN) has also developed their Strategic Transport Plan and associated Corridors of Opportunity, which focuses on how to deliver transformational inter-city and pan-Northern connectivity including access to the major international airports.

Having an up-to-date transport strategy for the south east Manchester area will strengthen its strategic role and improve integration and opportunities with Greater Manchester and the wider North of England. The Strategy is a powerful statement to help guide funding and delivery priorities as funding becomes increasingly devolved to local decision-makers.

Despite its growing strategic role, the area suffers from a number of transport issues. Existing issues include highway congestion impacting on corridors, constrained rail capacity and some poor public transport connections, including orbital access to Manchester Airport from many parts of the Strategy area.

The refresh of the SEMMM Strategy has considered these problems, with a particular focus on the main movement corridors – the A34, A6, A523 road and parallel rail routes, along with east-west orbital connectivity.

Efforts to overcome these issues are set against a backdrop of ambitious development growth plans as set out in the adopted Cheshire East Local Plan, and in the consultation draft of Greater Manchester's Spatial Framework.

This growth will lead to increased travel demands, and thousands more trips navigating through the transport system. Without a cohesive plan, this could result in significant additional highways congestion and overcrowding on public transport networks, which could ultimately choke off investment. At a time when there is so much competition to attract investment, we want the south east Manchester area to be at the forefront for innovation and investment. Strategic assets for this area include Manchester Airport, Stockport Town Centre, the Cheshire Science Corridor, major parkland employment locations for international businesses, along with the proximity of Manchester city centre and world-class academic institutions.

The phased introduction of High Speed 2 rail will also present an exciting opportunity for better pan-regional connectivity, but will require careful integration with the existing transport system.

Our Vision for the Refreshed SEMMM Strategy is:

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

It is recognised that the transport system needs to be an enabler for this future growth, and enhance the perception of the area as an excellent place to live, invest and visit. We want our transport system to be based around a public transport system which is efficient, seamless, intelligent and easy to use, as enjoyed by leading world cities.

We want our streets to provide a balance between 'movement' and 'place'. Our urban areas should offer safe, attractive and clean environments, which promote and encourage more walking and cycling and promote more active and healthy lifestyles, but also provide excellent links to surrounding employment and services. And we want to reduce the harmful pollution caused by motor vehicles which is damaging to residents' health as well as the economy.

These challenges require improvements in the quality and coverage of public transport options, and the provision of more attractive walking and cycling routes to make them more viable choices. We also need to tackle congestion where it causes the biggest problems.

Whilst we can help do this by encouraging more people to travel using other modes, we will also need to add capacity to the road network at the worst pinch points.

Improving traffic flow is also critical to key sectors of the region's economy, such as manufacturing and logistics, which rely on road links and motorway access and are impacted by congestion. Investing in highway improvements will help to improve productivity within these industries and attract further investment, as well as making journeys easier for bus passengers, car drivers and cyclists.

To realise our vision, 3 primary objectives are defined, which closely align with the Transport for Greater Manchester's (TfGM) 2040 Strategy and Cheshire East's Local Transport Plan.

The Strategy also identifies the following **10 key actions** as 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. Increase the use of sustainable transport and support the creation of a low emission future.
6. Improve safety, security, resilience and maintenance of the transport network.
7. Enhance and create new safe walking and cycling connections and encourage active travel to support healthy communities.
8. Exploit new technologies and innovative approaches where they can add value to the Strategy.
9. Enhance the quality of the built environment and contribute to creating successful streets, spaces, villages, towns and local centres.
10. Provide improved accessibility to local health, education, leisure and retail services, for all age groups.

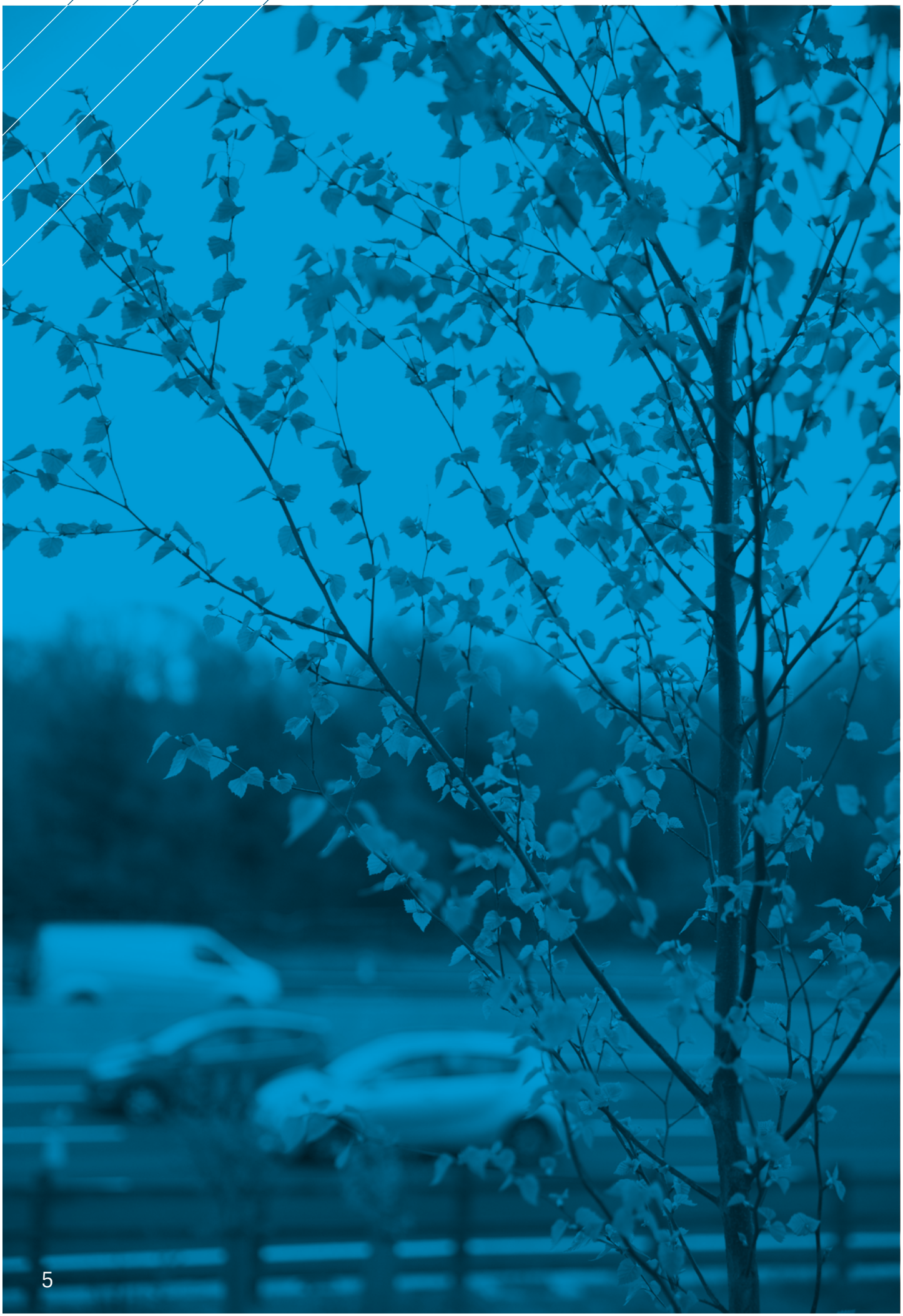
The Strategy update has been guided by a transport evidence base which has informed the development of an interventions package aligned to our Vision and Objectives.

Eight Strategic Priorities are identified for the Strategy area:

- **SP1** - Multi-modal improvements throughout the A34 corridor
- **SP2** - New Bus Rapid Transit (BRT)
- **SP3** - Improving the major transport interchanges - Stockport Town Centre, Manchester Airport, and Macclesfield Town Centre
- **SP4** - Enhancing the rail network
- **SP5** - Continued development of the cycling and walking networks
- **SP6** - Introducing Tram-Train, better connecting Stockport to neighbouring areas
- **SP7** - Multi-modal improvements to support the A6 corridor
- **SP8** - Close integration of transport with land use planning

The Strategic Priorities are part of a wide-ranging package of interventions for all modes of travel which will need to be delivered in its entirety in order for the full benefits to be achieved. The package addresses the positive changes necessary to deliver the progressive and resilient transport system that is required to support sustainable growth and prosperity in the Strategy area.

Ultimately, the updated Strategy provides a recommended package of transport interventions and policy implications. The funding and delivery of key interventions would require extensive further investigations of delivery constraints, evaluation of value for money, and a funding plan. Nevertheless, as per the original 2001 Strategy, the updated Strategy provides recommended priorities for future development, and an overall package of measures intended to meet the wider Strategy Vision and Objectives.



1. Introduction and background

Welcome to this Refreshed South East Manchester Multi-Modal (SEMMM) Strategy.

1.1. Setting the scene

The SEMMM Strategy covers south eastern areas of Greater Manchester, as well as the northern parts of Cheshire East (see Figure 2). Within the North West, Greater Manchester is one of the fastest growing economies, and Manchester Airport is the region's key global gateway. This is a busy and thriving area; one of the most attractive places to work and live in the region.

Transport and connectivity is crucial to ensuring that the area continues to prosper. A transport strategy for the area was originally developed in 2001, and became known as the SEMMM Strategy due to its multi-modal remit.

The 2001 SEMMM Strategy reflected prevailing Government policy at that time, and set out a multi-modal package of strategic interventions. Delivery of the Strategy progressed over the following years, and many of the measures which the Strategy endorsed are now in place (Figure 1).

"Greater Manchester is the largest economy in the North West, attracting labour from various parts of the region and neighbouring areas."

ALDERLEY EDGE BYPASS
Opened in 2010 providing congestion relief to the town centre

POYNTON RELIEF ROAD
Has secured planning approval and is expected to be open by 2020

A6 TO MANCHESTER AIRPORT RELIEF ROAD (A6MARR)
Scheme scheduled to open in late Summer 2018.

A6 QUALITY BUS CORRIDOR (QBC)
The SEMMM Strategy supported the introduction of the A6 QBC between Manchester and Hazel Grove. This has been in operation since the early 2000s.

SKYLINE BUS PRIORITY
A series of bus priority measures, at locations were recommended, at locations associated with the branded bus services linking Gatley, Cheadle, Cheadle Hulme, Hale, Altrincham, Sale and Wythenshawe to the Airport.

Figure 1 – Some of the schemes delivered from the original SEMMM Strategy

"The SEMMM Strategy covers south eastern areas of Greater Manchester, as well as the northern parts of Cheshire East."

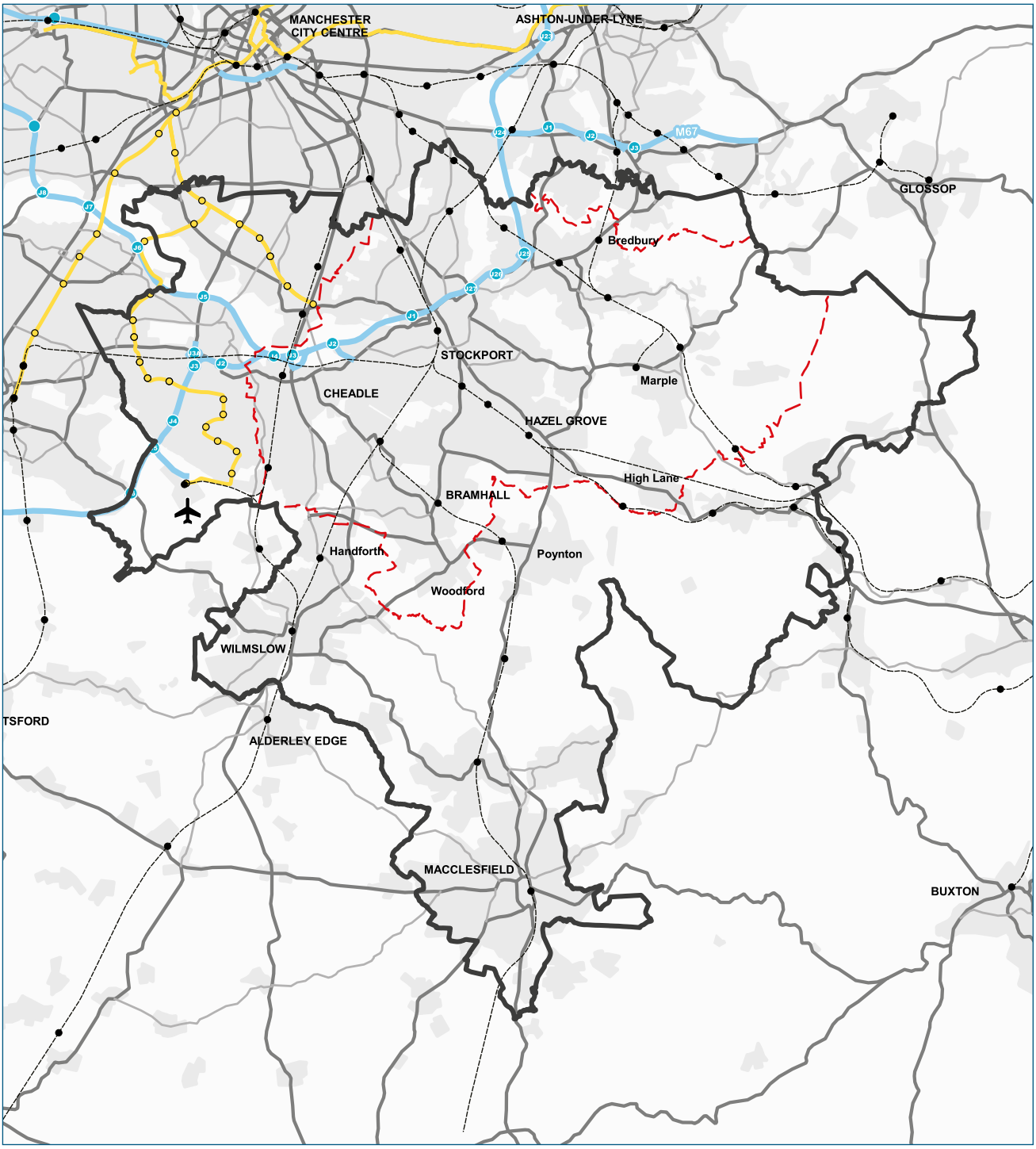


Figure 2 - The South East Manchester Multi-Modal (SEMMM) Strategy area

Certain prioritised measures are not yet in place. These include:

» A6 to M60 Link Road including Stepping Hill Link – The scheme has continued to be considered by Stockport Council and business case development work has been undertaken in 2017/18 to review the potential case for the scheme. The Strategic Outline Business Case indicates an initial Benefit to Cost Ratio (BCR) of 4.07, from an estimated outturn cost of £477 million.

» Metrolink and tram-train – The original SEMMM Strategy recommended extending Metrolink from the Airport Line at Hough End, to Stockport Bus Station. Feasibility work to consider a further extension to Rose Hill (via Bredbury), as well as a link between Stockport and the Wythenshawe Loop was also recommended. These schemes included some services operating as 'tram-train' routes. Tram-train is the principle of running a single vehicle seamlessly through both a traditional urban tramway network and a 'converted' traditional heavy railway line. The heavy rail line would retain the ability to serve traditional rail services as well as the light-rail hybrid vehicle. Before delivering any tram-train services, a UK trial scheme is required to gain technical approvals. This will take place between Sheffield and Rotherham and is due to start in 2018. Investigative work has continued to be developed by TfGM and it remains a part of their future vision for an enhanced Greater Manchester public transport system.

In 2018, this Strategy Refresh aims to take account of what has been achieved since 2001 but also address the transport challenges of today. In doing this, we have considered the nature of the SEMMMS area, its wider role in the North West context, and the way in which the political and strategic context has evolved since the turn of the century.

A role in driving the Northern Powerhouse

The south east Manchester area plays a key role in supporting the North West regional economy. The Stockport and Cheshire East districts collectively contributed circa 10% of employment in the North West in 2015, with the main industry groups being focused around Health, Retail, Manufacturing, and Professional, scientific & technical industries. Cheshire East ranked as the second highest local authority in the North West for GVA in 2015 with Stockport being 7th (third largest in Greater Manchester after Manchester (1st) and Trafford (5th)). Particularly in the north, the area is densely populated offering companies an attractive labour force which is a support to the economy both within the area, and other parts of the North West.

OVER THE LAST 30 YEARS, THE NORTH OF ENGLAND'S GVA (GROSS VALUE ADDED) PER CAPITA HAS BEEN **CONSISTENTLY** AROUND 25% **BELOW THE AVERAGE FOR THE REST OF ENGLAND**

WITHIN THE NORTH WEST, **GREATER MANCHESTER IS ONE OF THE FASTEST GROWING ECONOMIES,** AND MANCHESTER AIRPORT IS **THE REGION'S KEY GLOBAL GATEWAY**

THE NORTHERN POWERHOUSE INDEPENDENT ECONOMIC REVIEW HIGHLIGHTS THE POTENTIAL TO ADD **£97 BILLION AND 850,000 MORE JOBS TO THE ECONOMY BY 2050** COMPARED TO BUSINESS AS USUAL

"We need a Strategy which supports a transport system that enables local travel to fit cohesively alongside strategic demands, in a system which works well for everybody."

The economic vitality of the area is further supported by its alignment to Manchester Airport, which lies to the west alongside the M56 motorway. Manchester Airport is the third largest in the UK (handling some 26 million passengers in 2017) and is a main global connectivity hub, attracting users from across Northern Britain as the main challenger to London Airports for long-haul international connectivity (with routes serving into the Middle East, mainland China, South East Asia and the USA. There are some 21,000 people employed on the Airport site, and the Airport generates over £900m of annual GVA to the regional economy.

This makes the Airport catchment area extremely attractive for investors and both Stockport and Cheshire East benefit economically and in employment terms from their proximity. The Strategy area is also major catchment for Airport staff with around 80% of the on-site workforce living within 12 miles of the site.

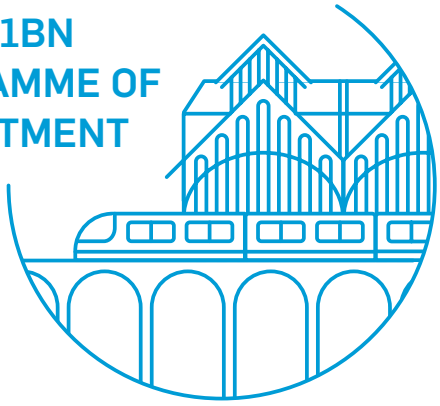
The economy of the Strategy area is diverse. As well as the agglomeration benefits of the major towns of Stockport and Macclesfield, Cheshire East sits at the heart of a region that has one of the strongest science and technology clusters in the UK. This includes major bases for significant multi-national employers such as Astra-Zeneca, Sanofi, and Waters, which collectively contribute to the Cheshire Science Corridor Enterprise Zone.

The North of England's GVA (Gross Value Added) per capita has been consistently around 25% below the average for the rest of England over the last 30 years. Transport for the North's (TfN) Northern Transport Strategy and Northern Powerhouse Independent Economic Review (NPIER) both recognise that poor connectivity across the region and between key urban centres acts as a constraint to economic growth which prevents northern cities and towns from realising their true potential.

Stockport town centre is one of Greater Manchester's leading centres; already receiving a £1bn programme of investment through exciting projects such as Stockport Exchange, Redrock, Stockport Interchange, and the Stockport Town Centre Access Plan (TCAP) transport improvements. Macclesfield has also been the subject of a town centre regeneration package which has included investment in public realm enhancements, heritage projects such as the reopening of Step Hill, and the refurbishment of the Grosvenor Centre.

STOCKPORT TOWN CENTRE IS ONE OF GREATER MANCHESTER'S LEADING CENTRES ALREADY RECEIVING

A £1BN PROGRAMME OF INVESTMENT



Balancing strategic versus local demands

There are competing demands on any transport system, so the SEMMM Strategy must strike a balance.

The area is well-placed for strategic travel connections. The M60 passes east-west to the north of Stockport town centre, and provides orbital connectivity to the rest of Greater Manchester, as well as direct connections to the rest of the motorway network for onward travel. On the rail network, Stockport is a national rail hub, and Wilmslow and Macclesfield also offer fast and frequent connections to other major UK cities, including direct services to Manchester Piccadilly, Birmingham New Street and London Euston. Manchester Airport is of national significance as a global transport hub and also acts as a key node for local and pan-regional rail journeys. The Strategy area is also part of the North West region's gateway to Trans-Pennine connectivity.

The original SEMMM Strategy was developed in 2001 in response to Government policy at the time, but today, that context has changed.

These are some of the plans, policies and programmes which existing alongside this SEMMM Strategy Refresh.

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

Figure 3 – Related plans, policies and programmes

"Transport in Greater Manchester sits within the remit of the Metropolitan Mayor Andy Burnham, since his appointment in May 2017."

This strategic role needs to be considered against local needs as the Strategy must also address how transport can best provide access to local shops and schools, workplaces and hospitals. Different challenges exist in different parts of the Strategy area. Northern areas contain the most densely urbanised neighbourhoods. Here, the transport system is most congested. Traffic queues are an everyday feature along the main highway corridors, buses are delayed in the congestion and overcrowding is common on parallel rail routes. The North Cheshire area is more rural which means longer travel distances, fewer available routes and a less comprehensive public transport offer to support journeys. In addition, many existing bus services are not commercially viable, and therefore require financial support from the Council.

We need a Strategy which supports a transport system that enables local travel to fit cohesively alongside strategic demands, in a system which works well for everybody.

1.2. An evolving policy and strategic context

The original SEMMM Strategy was developed in 2001 in response to Government policy at the time, but today, that context has changed.

Today, there are a multitude of different plans, policies and programmes which have informed the Strategy Refresh and will continue to play a role alongside its implementation. Figure 3 highlights many of the documents and organisations which have interaction and influence. The Strategy Refresh is about reviewing and re-calibrating transport priorities for the area, taking account of the context and direction provided by overarching plans and policies, and schemes already committed from the original Strategy such as the A6 Manchester Airport Relief Road (A6MARR) and Poynton Relief Road.

Local Transport Plans

In Greater Manchester, the 2040 Transport Strategy was published by TfGM in February 2017, whilst Cheshire East are currently updating their Local Transport Plan (LTP) with consultation on a draft LTP 4 being undertaken during summer 2018.

Cheshire East Draft LTP 4 Vision

"Cheshire East's transport network will enable growth through improved connectivity, a better quality of life and enhanced quality of place."

TfGM 2040 Transport Strategy Vision

"World class connections that support long-term, sustainable economic growth and access to opportunity for all."

The SEMMM Strategy has defined an updated Vision and Objectives which complement the policy direction being set by the two respective LTPs. This alignment is set out in Chapter 5. Alongside the LTPs, individual strategies focusing on cycling and walking have been produced or are in the process of being produced by the partner authorities, and these have informed the approach and interventions in this Strategy update.

Direction at a regional level

Transport in Greater Manchester sits within the remit of the Metropolitan Mayor Andy Burnham, since his appointment in May 2017. Alongside the transport budget, he is also responsible for creating the new Greater Manchester Spatial Framework (GMSF). The Mayor has set transport priorities that include bus franchising, a Congestion Deal, transformation of cycling and walking, and speeding up the introduction of contactless ticketing.

The announcement of the Greater Manchester Congestion Deal includes incentives for businesses which implement flexible or home-working, investment in the transport control centre, a pilot of High Occupancy Vehicles (HOV) lanes. £160m is also to be spent on walking and cycling measures.

A key element of the Congestion Deal is the need for Greater Manchester districts to work with neighbouring authorities in order to tackle congestion effectively. We believe the SEMMM Strategy process is a strong example of this being put into practise.

The local focus on cycling has been further prioritised through the Mayor's appointment of Chris Boardman as the region's first Cycling and Walking Commissioner. His role is to develop policy and investment plans for cycling and walking, supporting works to secure funding for cycling-related activity and programmes. 'Made to Move' is the first report produced by the Commissioner, outlining 15 steps he believes will help to improve active travel in the region. TfGM are now looking towards integrating Made to Move into a new way of thinking about the role of streets in creating sustainable, healthy and resilient places – a 'Streets for All' approach. This will consider the needs of all users and put greater emphasis on the needs of people and places, rather than considering the movement of vehicles alone, in how streets are planned, managed and maintained.

The Cheshire and Warrington Local Enterprise Partnership's (C&W LEP) Strategic Economic Plan (SEP) targeted growth in four key opportunity areas, which include the Cheshire Science Corridor Enterprise Zone, a crescent of interconnected sites of nationally and internationally significant research facilities and established science-based businesses across the Cheshire and Warrington sub-region. A draft Transport Strategy sub-document identifies that despite its good strategic links, connectivity varies within the sub region, with lower levels of accessibility in some rural and intermediate areas. The draft Transport Strategy identifies 10 key challenges for the transport network - shown to the right.

The Stockport Council Plan 2018/19 also identifies that improving transport connectivity will be a key means of supporting a thriving economy for the borough.

Cheshire East Council is also driving a focus on 'Quality of Place', as identified in their latest Corporate Plan 2017-2020. This concentrates on the quality of built and natural environments, and its interaction with residents and businesses.

"The Cheshire and Warrington Local Enterprise Partnership's Strategic Economic Plan targets growth in four key opportunity areas, which include the Cheshire Science Corridor Enterprise Zone."

Cheshire & Warrington LEP Strategic Economic Plan

Key challenges for the transport network:

- Congestion on strategic routes,
- Cross boundary movement,
- Cross borough movement,
- Dominance of car for mode share,
- Low bus use,
- Rural connectivity,
- Accommodating development growth,
- Modernising local rail services,
- Increasing levels of cycling and walking, and
- Digital connectivity.

A pan-northern perspective

Regionally, TfN have been established as a Sub-National Transport Body. With the NPIER highlighting the potential to boost productivity in the North, their focus is on how to better connect economic hubs to support reaching this goal. Their work continues through the publication of their Strategic Transport Plan, which identifies four pan-Northern transport objectives:

- Increase efficiency, reliability and resilience in the transport system
- Transform economic performance
- Improve access to opportunities across the North
- Promote and support the built and natural environment

TfN are also developing Strategic Development Corridor (SDC) studies; with the Strategy area interacting with the 'West and Wales', and 'Southern Pennines' SDCs. Strategic accessibility to Manchester Airport, including the proposed adjacent High Speed 2 (HS2) rail station, are key elements within their priorities.

As a part of their work, TfN have also been working with the Department for Transport (DfT) to develop a vision of Northern Powerhouse Rail (NPR). NPR is an ambitious, major strategic rail programme which would transform rail connectivity between northern economic areas and cities, potentially bringing many more people within an attractive rail travel time of Manchester city centre and Manchester Airport. This would have a longer term change in how labour markets across the North work, enabling more integration and collaboration.

"As a part of their work, TfN have also been working with the Department for Transport (DfT) to develop a vision of Northern Powerhouse Rail (NPR)."

Access to Manchester Airport is a key element of NPR, with reduced journey times and more frequent connections deeply-rooted into the approach. The Government are also working with Manchester Airport and the Cheshire and Warrington LEP to examine a new western rail link, to connect the Airport directly to the Mid-Cheshire Line. NPR is also looking at the need for significant upgrades along the existing Hope Valley Line (HVL) albeit a new line between Manchester and Sheffield could also end up being recommended if upgrading the HVL cannot offer a high enough level of service.

Accommodating growth

Land use planning and infrastructure delivery are increasingly aligned. The Strategy Refresh considers how the transport system must respond to accommodate additional house-building and jobs creation. The geography of the Strategy area means that cross-boundary travel is prominent, and adjacent developments will have impacts on the transport service in adjacent districts.

In Greater Manchester, work to define a Spatial Framework (GMSF) is on-going, whilst Local Plans are at various stages of development and approval in the Cheshire East, Stockport, High Peak and Derbyshire areas. Manchester Airport is also committed to a major investment package which will include a replacement Terminal 2, and an increase in passenger throughput from 26 million in 2017 to 35million passengers per annum (mppa) by 2030 and 45mppa by 2040.

Chapter 4 outlines more details on growth, how we see the future situation changing the conditions in the Strategy area.

1.3. Refreshing the strategy to 2040

Due to the updated policy direction and the emerging plans for growth, it was agreed to refresh the Strategy, looking towards a horizon year of 2040. This aligns broadly to the timelines of local land-use planning and TfGM's own transport planning timeline.

The Strategy Refresh has been led by the partner authorities – Stockport Council and Cheshire East Council. TfGM have been a lead stakeholder, with neighbouring authorities (Tameside MBC, High Peak BC Derbyshire CCC, Manchester CC, Manchester Airport and Peak District National Park Authority) also engaged at key intervals. Discussions regarding the Strategy Refresh and influences from the SRN have also been held with Highways England.

The Strategy Refresh has followed a 8-phase process (Figure 4).

Following a review of the original Strategy delivery, available quantitative and qualitative data sources in respect of transport provision and demands were reviewed to build an appreciation and understanding of the issues, opportunities and constraints which are impacting on the transport system today. Local authority partners were central to this process, as well as TfGM.

Based on an understanding of the context, a Vision and Objectives were set for the Strategy Refresh. These set the overall direction for the Strategy, and illustrated the role transport can play in enabling the continued growth and prosperity of the Strategy area.

A potential interventions long list was developed and then sifted using a high-level criteria framework. This framework ensured that each measure being considered has a close alignment with the Strategy Vision and Objectives.

Initial public consultation was undertaken through an Issues and Options paper consultation, with the feedback collated and used to inform the direction and content of the updated SEMMM Strategy. The purpose of the Issues and Options stage was to ensure that all possible options for addressing transport issues were considered. Formal documentation of Issues and Options consultation feedback is available through the SEMMM Strategy website: (www.semmms.info).

The updated Strategy provides a recommended package of transport interventions and policy implications. The funding and delivery of key interventions would require extensive further investigations of delivery constraints, evaluation of value for money, and a funding plan. Nevertheless, as per the original 2001 Strategy, the updated Strategy provides recommended priorities for future development, and an overall package of measures intended to meet the wider Strategy Vision and Objectives.

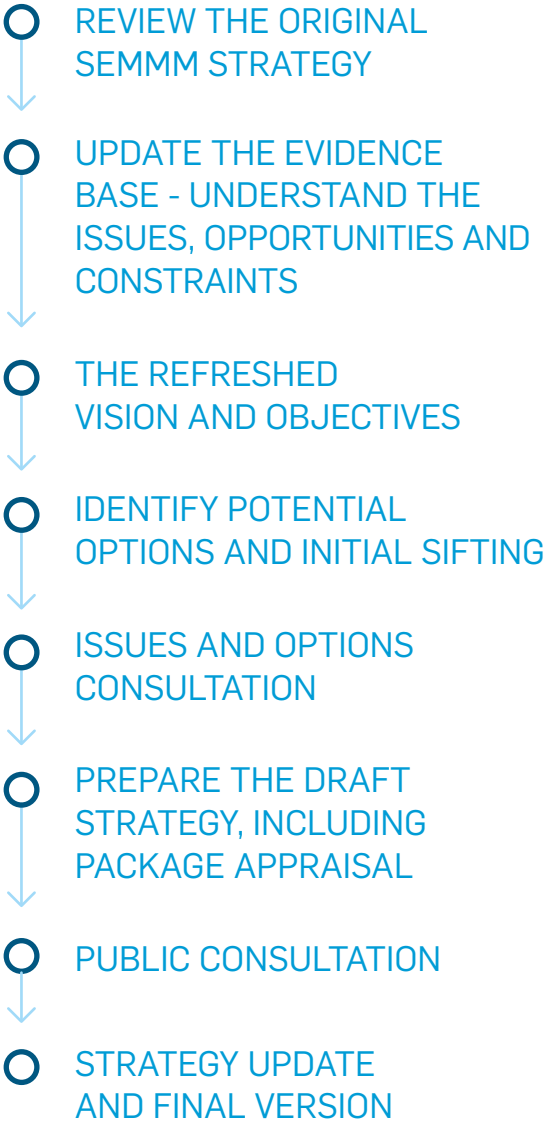


Figure 4 – SEMMM Strategy Refresh process

Public consultation and finalising the strategy

This Strategy document has been prepared for public consultation in summer 2018.

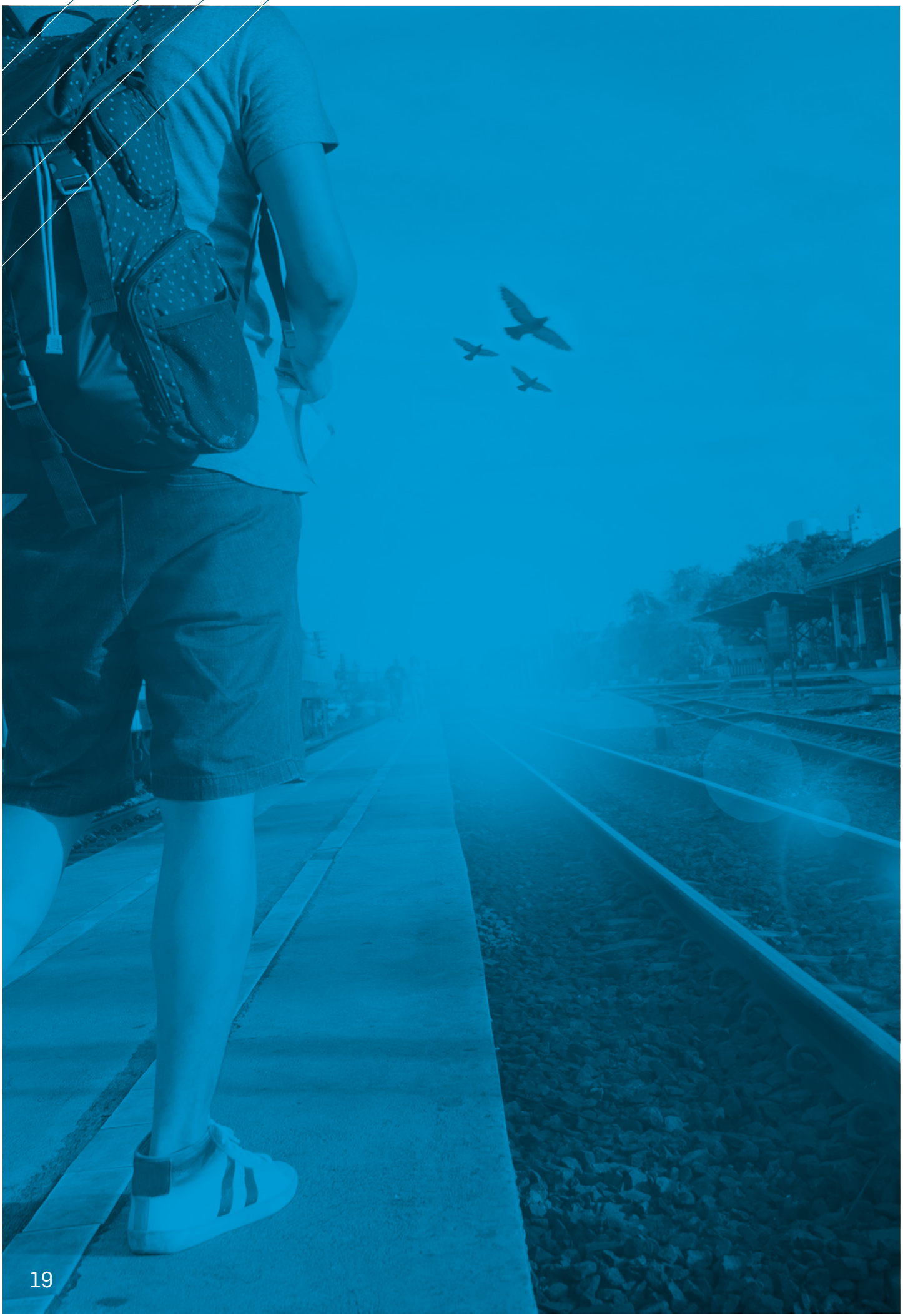
A final Strategy will be subject to revision following this public consultation and in light of the views and opinions expressed.

The final Strategy will also be reviewed to reflect any implications associated with the next consultation version of the Greater Manchester Spatial Framework (GMSF) which is due for release in summer 2018.

Furthermore, further consideration will also be given to emerging findings from on-going studies such as:

- TfGM Rail Corridor studies
- TfGM New Rail Stations study
- TfGM South East Manchester Bus Rapid Transit Study
- TfN Strategic Development Corridors

Following reflection of feedback from public consultation and emerging studies, it is intended that the final SEMMM Strategy will be confirmed for adoption in Winter 2018.



2. Understanding the transport issues, opportunities and challenges

To inform the direction and content of the Strategy Refresh a transport evidence base has been prepared to identify the transport issues, opportunities and challenges.

2.1. Understanding the geography

The Strategy covers an area to the south east of Manchester, including the complete borough of Stockport, as well as northern parts of Cheshire East.

As described, much of the area has good links to the Strategic Road Network (SRN), and long-distance rail services connect to other major UK cities from Stockport, Wilmslow and Macclesfield stations. The Strategy area is located alongside Manchester Airport as well as bordering the Peak District National Park.

The local highway network is based around north-south arterial routes, with the A6, A34 and A523 most prominent. For east-west travel, the A560 and A555 are the main routes, and the opening of the A6MARR later in 2018 will enhance orbital connections by providing a continuous link between the A6 and Manchester Airport. Stockport Council have been reviewing the case to extend this route further northwards to join the M60 (Junction 25) at Bredbury, and this refresh of the SEMMM Strategy includes consideration of whether this is an appropriate element of a long-term multi-modal approach to addressing transport challenges in the area.

"The local highway network is based around north-south arterial routes, with the A6, A34 and A523 most prominent."

Rail connectivity predominantly accommodates north-south travel, with all local services operating to/from Manchester Piccadilly, just 6km north of the Strategy area boundary. Whilst Greater Manchester has benefited from an expanded Metrolink network, services only reach the Strategy area in East Didsbury with no routes south of the M60. Metrolink also connects Manchester Airport with residential areas to its north and Manchester city centre, but neither rail nor Metrolink currently provide orbital connectivity within the south Manchester area or wider Strategy area.

Bus is hugely important to the area, and bus use within Stockport has increased in recent years, in contrast to a declining trend in other areas of Greater Manchester. In the northern parts of the study area which are most densely urbanised, the bus network is generally wide ranging, although service reliability is impacted by highway congestion.

The southern outskirts of the Strategy area provide dispersed settlements and more limited connecting routes and services. The bus routes here tend to be less comprehensive and many are run with financial support from the local authorities and TfGM. Against a backdrop of cuts in public sector funding, there is pressure on budgets available to keep subsidising as many services. The Strategy area includes Greater Manchester's highest frequency bus service (the 192), which is supported by the A6 Quality Bus Corridor, a scheme delivered as part of the original SEMMM Strategy.

2.2. What are the main issues, opportunities and challenges?

There are complex travel patterns – many different attractions and movements – and travel demand is changing

The Strategy area is broad and diverse, with a complex web of desired movements. The role of transport is to help facilitate people getting where they want to go. This includes local travel to nearby shops and schools, workplaces and hospitals, as well as wider connections to other economic hubs and major UK cities.

Connectivity to Manchester city centre is of major importance to the Strategy area as the largest hub in the regional economy. The way public transport networks have developed, particularly in the north of the Strategy area, are based on providing radial connectivity and this is clearly demonstrated in both the bus and rail networks. Movements to other nearby employment centres, such as Manchester Airport, Trafford Park, and in the future, Port Salford, are poorly served by sustainable modes, despite these locations offering big opportunities for residents.

In North Cheshire, rural employment sites are commonplace, with clusters of employment such as Alderley Park and Hurdsfield, or isolated office complexes and facilities, such as Radbroke Hall, Jodrell Bank and Waters Corporation. Even more urban locations such as Royal London on the outskirts of Wilmslow experience issues with 'last-mile' connections to available public transport services, and the balance of travel demands and opportunity is skewed towards a car reliant population.

Census 2011 travel to work data shows the strong cross-boundary links between Stockport and Cheshire East, with people moving in both directions for employment and services. A similar number of residents from the North Cheshire area that fringes Greater Manchester travel southwards for employment in Macclesfield as those that travel north for employment in Greater Manchester. Nevertheless, residents in the south of the Strategy area, as well as in neighbouring authorities such as High Peak, are inevitably drawn towards the M60 and Manchester city centre which exacerbates pressures on transport networks in the north.

The movement of freight is also vital, with key networks across the Strategy area. These include links with Manchester Airport (as a major terminus for the movement of goods), sites in the Peak District, and TransPennine journeys, which generate movements that pass through the Strategy area to gain access to the wider highway network.

At a local level, travel to community services and amenities drives travel demand. These are often short distance journeys. The changing ways of working (with employers offering more flexible hours or encouraging working from home) and a growing shift towards online shopping are also changing travel patterns and reducing the need for people to travel.

"The Strategy area is broad and diverse, with a complex web of desired movements."

There is increasing highway congestion - especially on the main strategic corridors

Highway congestion and unreliable journey times are a key source of traveller frustration. Whether driving your car, sitting on a bus, or driving a lorry, delays have a severe impact and time wasted whilst queuing has a negative impact on the economy. Journey time reliability on roads and public transport is essential, and congestion adds a cost to business through delayed deliveries, or employees arriving late. It is also recognised that delays can easily result from unscheduled roadworks and network incidents such as accidents, as well as a lack of capacity. Congestion impacts are worst in areas where the network is less resilient, and disruptive incidents in the Strategy area, or adjacent areas, can result in significant and wide-spread impacts.

Table 1 - Average vehicle travel times show daytime congestion

	AM Peak	PM Peak	Overnight
A6: Crossley Road (Heaton Chapel) - A5004 Buxton Road (Whaley Bridge)			
Northbound	16 mph	18 mph	28 mph
Southbound	20 mph	17 mph	27 mph
A34: Alderley Edge Bypass – East Didsbury Metrolink			
Northbound	25 mph	20 mph	41 mph
Southbound	30 mph	27 mph	42 mph

Source: Trafficmaster (Nov 15 – Oct 16)

Within the Strategy area there are some major congestion problems, particularly on the main movement corridors like the A34 and A6. These corridors are both mentioned in the Greater Manchester Congestion Deal as having been specifically highlighted as hotspots by people in response to the Mayor's 2017 Congestion Conversation. Table 2 gives example of the slower average speeds found overnight compared to weekday peak periods.

There are a number of major junctions where problems exist on a daily basis. Some of the worst delays are around the Gatley crossroads junction on the A34 which impacts local traffic, as well as access to the M60. This location has also been highlighted by the Department for Environment, Food and Rural Affairs (DEFRA) as having severe air quality exceedances, caused by queuing traffic. The M60 itself also suffers badly with congestion, particularly on the clockwise carriageway passing Stockport town centre.

Research by INRIX into traffic congestion in 2017 showed Greater Manchester is the most congested city in the UK outside of London, at a total cost to the city of £345million. Their analysis also showed the A6 section between the A523 and Heaton Lane in Stockport town centre in the PM peak as being the 8th most delayed corridor outside of London.

Research by INRIX into traffic congestion in 2017 showed:

GREATER MANCHESTER IS THE MOST CONGESTED CITY IN THE UK OUTSIDE OF LONDON

AT A **TOTAL COST** TO THE CITY OF **£345MILLION**

A6 SECTION BETWEEN THE A523 AND HEATON LANE IN **STOCKPORT TOWN CENTRE** IN THE PM PEAK AS BEING **THE 8TH MOST DELAYED CORRIDOR OUTSIDE OF LONDON**

CONGESTION PRESSURES HAVE ALSO BEEN WORSENED BY THE **RISE IN VAN SALES** IN THE UK, WITH BOTH 2016 AND 2017 SHOWING RECORD SALES

"Reoccurring congestion causes motorists to seek alternative routes, and vehicle flows are often high on more minor roads, such as local routes through residential areas."

In Cheshire, congestion issues are less severe but localised problems can persist, mainly focussed on key town and village centre hotspots. A 'Movement Strategy' has already been devised for Macclesfield to promote better local access and circulation of traffic. Cheshire East Council are beginning to implement this Movement Strategy in response to growing congestion and increased development growth in the town, with a focus on relieving key junction pinch-points.

Congestion pressures have also been worsened by the rise in van sales in the UK, with both 2016 and 2017 showing record sales. Whilst the growth of e-commerce has reduced how many retail journeys people make, it has also led to a rise in light commercial traffic, adding to congestion where there is slow or stalled car ownership growth.

Sometimes congestion is the result of too many vehicles using a certain route or junction, whilst other issues arise where parallel activities mean there are more conflicts created along the route – such as parking, people crossing, buses moving in and out of live traffic, etc. This is a part of managing and seeking a balance between "movement and place".

Reoccurring congestion causes motorists to seek alternative routes, and vehicle flows can be high on more minor roads, and through residential areas.

The opening of the A6MARR is expected to ease existing congestion on sections of the A6 as well as reduce rat-running on other routes which adds traffic into District Centres such as Heald Green and Bramhall. Poynton Relief Road also represents a longstanding ambition from the original SEMMM Strategy and now benefits from planning permission with the objective of easing congestion on the current A523 through Poynton village, and on the A34 in Cheshire East. It is however recognised that where new highway capacity attracts additional flow, there can also be flow increase on feeder routes which can lead to other issues. In the case of the A6MARR, flow increases may occur in places such as High Lane and Disley on the A6. Similarly, with Poynton Relief Road, there is expected to be some increase in flow to the south on the A523, such as in Adlington and Butley Town.

A lack of capacity on the railways – overcrowding can put people off

Over the past 10-15 years, there has been a significant upturn in the popularity of rail services. The growth of Manchester city centre and rail travel per se has led to a rise in use as well as an increase in local journeys using the railway.

Stockport benefits from being a national hub station and has direct services to many major UK cities. This has offered huge benefits to the local economy with businesses able to base themselves near to Stockport and be easily accessible to the rest of the country. Macclesfield and Wilmslow also benefit from direct services to many major UK cities, whilst Manchester Airport also acts as a significant parkway station for south Manchester, albeit with limited direct rail connection to the rest of the Strategy area.

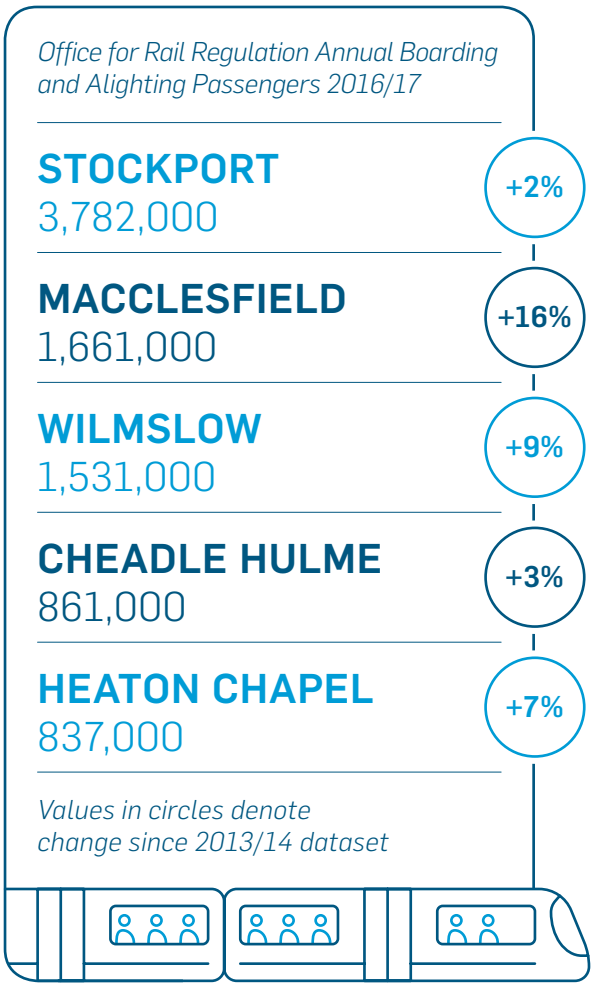
The popularity of services has also led to increased demand for park & ride, which has meant station car parks are often full where they are provided.

Timetable coverage is also an issue on some routes, with most services running less often outside of the weekday peak periods. Using a train is not always viable when travelling at weekends or during evenings, as services do not always run as frequently, or at all, during these periods.

One challenge in the Strategy area is to manage the impacts created by differences in ticket prices and parking charges in Greater Manchester and Cheshire East. These are typically cheaper inside the TfGM boundary, which is understood to encourage some travellers to drive northwards to access services from stations in the Borough of Stockport (such as Cheadle Hulme and Hazel Grove) to save money, adding to congestion on local roads.

"Over the past 10-15 years, there has been a significant upturn in the popularity of rail services."

The growth in rail travel has resulted in overcrowding on some peak period services, as incremental capacity improvements have failed to keep pace with demand increases. TfGM are currently undertaking studies to identify necessary infrastructure improvements that will allow the railway (subject to funding) to accommodate further increases in passengers. Some upgrades have already been secured through the current operator franchise agreements, albeit this is not expected to provide enough extra capacity to meet demands in the long term.



24% OF HOUSEHOLDS DO NOT HAVE A CAR

BUT 33% OWN 2 OR MORE CARS

67% OF PEOPLE LIVING IN THE STRATEGY AREA TRAVEL TO WORK BY CAR

14% OF PEOPLE LIVING IN THE STRATEGY AREA TRAVEL TO WORK BY PUBLIC TRANSPORT

OVER ONE THIRD OF PEOPLE TRAVEL LESS THAN 5KM TO WORK (37%)

BUT A QUARTER (25%) TRAVEL MORE THAN 20KM

Source: Census 2011

There are transport challenges in more rural areas - where public transport struggles to be competitive against the private car

Whilst not without its challenges and limitations, public transport is generally more accessible in northern parts of the Strategy area, due to the density of population and public transport networks.

The North Cheshire area is more rural which means longer travel distances, fewer available routes and a less comprehensive public transport offer to support journeys. Access to sustainable travel options can be poorer with rail stations being more dispersed, and bus services not operating other than along the main highway routes which connect the main settlements. This can create significant difficulties for people on the 'last mile' of their journeys, for example to an end destination from the closest rail station, or between the nearest bus stop and their home location.

Journeys involving an interchange between travel modes (e.g. a bus trip to a rail station) can be especially convoluted due to timetable differences. Additionally, as funding to Councils has been reduced by central Government, some of the subsidised bus services have also been withdrawn in response to these budget pressures.

Outside of the Greater Manchester fare boundary, public transport fares can also be a material barrier to use and can impact on travel horizons for residents with limited access to a car.

These gaps in rural connectivity, as well as the availability of car parking provided near many workplaces, are thought to be reasons contributing to why sustainable travel modes struggle to compete. The relative prosperity of the north Cheshire area and high car ownership also add to a greater perceived reliance on privately owned motor cars. While the model of car ownership has been seen to be changing in more urbanised areas, and amongst younger people, these trends are not as apparent in more wealthy and rural areas.

Public transport should be accessible to anybody – parts of the system still need to catch up

People with impaired mobility (as well as other travellers for instance with pushchairs or large equipment) face additional challenges on every journey they make. The transport system should not contain any barriers which may prevent people to travel, and providing step-free access wherever possible is critical, along with other measures which can enhance feelings of safety and security.

There have been significant improvements over the past decade, including the conversion of almost all Greater Manchester buses to offer low floors, making it easier for people to get on and off vehicles. However, there is more which can be done to make services more accessible, such as ensuring all stops provide suitable high kerbs to reduce travel barriers further.

Across the rail network, step-free access to platforms is still a significant issue and not all stations in the Strategy area are fully accessible.

The transport system is getting safer – but more can be done

Safety is a key pillar in any transport system – to be appealing and attractive, users must feel safe and secure whilst making their journey.

There have been positive trends – fewer accidents taking place and fewer vulnerable users injured in accidents - however the aim will always be to do more. The ultimate ambition must be to eliminate road deaths as far as practical.

Whilst trends are positive, safety must be continually reviewed and issues addressed where a risk is identified. In particular, we want to focus on improving safety amongst the most vulnerable user groups, look closely at the areas which have had clusters of incidents, and areas where accidents have most often involving somebody being killed or seriously injured.

Safety must also be a fundamental consideration in the design of all new transport schemes. Where these involve the highway network, the needs of a range of different users need to be considered, making it particularly important to reduce conflicts between the most vulnerable road users and other traffic. Maintenance also has safety implications, with potential for injury to pedestrians and cyclists from broken pavements or potholes in the road. That is one key reason why it is vital to continually develop more efficient, effective and sustained approaches to co-ordinated network maintenance.

"Safety must be a fundamental consideration in the design of all new transport schemes."

There are gaps in connectivity: orbital public transport connections are limited, and access to Manchester Airport is poor from many areas

Whilst north-south connectivity is provided through the most frequent bus corridors and rail lines, east-west orbital connectivity by public transport is much more limited.

For such a major economic hub and trip attractor, Manchester Airport is particularly poorly connected by public transport services to the south and east, covering much of our Strategy area. The Airport's transport links – coach, rail and Metrolink services – offer fast and frequent connections to areas to its immediate north, and to the regional rail network (including Manchester city centre which acts a gateway for wider rail access). There are however connectivity gaps with many areas south of the M60, other than Wilmslow and Alderley Edge which do have an hourly rail connection.

The refresh of the SEMMM Strategy is intended to complement work Manchester Airport is undertaking to develop and enact its Economy and Surface Access Plan (ESAP). The ESAP sets out future targets for mode share as the Airport's passenger numbers grow to 45 million passengers per annum (mppa) (see Table 2), and identifies a range of improvements which they will pursue to help improve travel connectivity.

These include road improvements, with works to improve access to Terminal 2 from the A56, and changes to the site's internal road network which are currently being delivered. Major rail upgrades are also set out including a long-term vision for a new western rail link to the Airport from Mid-Cheshire line (near Ashley).

"A key function of the transport system is to provide people with the means to access essential local services."

Table 2 - Manchester Airport ESAP Passenger Mode Share Targets

	22mppa	45mppa
Kiss & fly / Taxi	52%	30%
Park on site	21%	15%
Rail	14%	25%
Park & Ride	8%	17%
Coach and Bus	3%	5%
Metrolink	0%	5%
Car Hire	2%	3%

NPR and High Speed 2 are also both critical to providing better connections which encourage more rail travel to the Airport in the future. Recent announcements from the Airport have included introducing new charges for drop-offs at terminal forecourts, to help fund improvements to public transport connections such as subsidising more local bus routes.

In considering the connectivity challenges associated with the Airport site, it should be recognised that peaks in demands do not always correspond to the periods which are traditionally busiest for car travel. Many journeys, by passengers and staff, are not during weekday peaks, but occur at other times of the week including early in the morning or later in the evenings. At these times, public transport services often run to more limited timetables. It is also important to note that Airport travellers often require space to travel with luggage and the train and bus fleet needs to be designed appropriately to facilitate this.

The lack of connections to Manchester Airport is reflective of the wider poor east-west public transport connections across Strategy area. For rail, only an hourly service between Altrincham and Stockport is in operation (though this is expected to become half-hourly from December 2018). There are east-west bus connections which run from Stockport bus station although travel can take 25 minutes to Gatley or Manchester Airport. The 199 and 330 services both run from Stockport town centre to the Airport but route via the motorway offering no local connections. To illustrate this point, there are no direct means of accessing the Airport by public transport from Bramhall, Woodford or Poynton.

Considering orbital connectivity more widely, more could be done to improve the connections towards Denton and Ashton to the east, and towards Trafford Park to the west. If not on a route connected by bus, these connections currently rely on travel into and out of Manchester city centre if not made by car, or by bicycle. These are important economic centres within Greater Manchester, and improved public transport connectivity would significantly boost the labour force able to access these jobs. TfGM and local authorities, are looking at how and where to improve the Greater Manchester orbital public transport network as a part of their long term vision, and in line with spatial planning.

There is an increasing need to better connect people to local services

A key function of the transport system is to provide people with the means to access essential local services. This includes healthcare, education, leisure and retail opportunities. In Stockport in particular, this is becoming an increasing challenge. For many people, the Ring and Ride community transport service has helped fill connectivity gaps, but funding to maintain this is strained. Changes to the way which other public services are run can also result in travel needs changing regularly, and people having to make unfamiliar journeys which may not be as easy to make through the transport system, such as attending appointments at different health centres. We recognise the importance of these local journeys and the Strategy Refresh must have access to local services is at its core, to promote and sustain local communities.

More can be done to encourage cycling and walking – for shorter and longer journey

In the context of encouraging less car travel and promoting a healthier society, walking and cycling is a natural choice. Active travel offers many benefits, including a reduced reliance on private cars. Data from the 2011 Census shows many people travel short distances to their jobs. Short distance journeys are also typically made to local centres and shops. These are the types of journeys where we want to do more to challenge and change behaviours.

Strategy partners are strongly committed to cycling and see more people using bikes as being crucial to a balanced future transport system. Cheshire East Council's Cycling Strategy includes a target to double the number of people cycling at least once per week between 2014-2025, and improve the public perception of cycling within the Borough. Stockport have also shown commitment to improving cycling with significant investment in new infrastructure, including routes giving better access to the Goyt Valley, and the Cycle Friendly Neighbourhood scheme in Cheadle Hulme.

In Greater Manchester, the appointment of the region's first Cycling and Walking Commissioner has led to increased focus on delivering a step change in walking and cycling and the measures required to enable this.

SPORT ENGLAND'S ACTIVE LIVES SURVEY INDICATES:

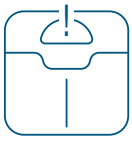
69% OF ADULTS IN THE CHESHIRE EAST DISTRICT

72% OF ADULTS IN THE STOCKPORT DISTRICT

ARE PHYSICALLY ACTIVE

NORTH WEST AVERAGE IS 65%

PUBLIC HEALTH ENGLAND DATA (BASED ON SPORT ENGLAND'S ACTIVE LIVES SURVEY) INDICATES:



58% OF ADULTS IN THE CHESHIRE EAST DISTRICT

62% OF ADULTS IN THE STOCKPORT DISTRICT

ARE OVERWEIGHT OR OBESE

NORTH WEST AVERAGE IS 63%

To encourage more people to cycle, it is recognised that more facilities are required to make it feel as safe and as attractive as possible. More people will cycle if there is a good surface, some level of protection from traffic (for on-road paths), and lighting to make them feel less vulnerable. There is also support for this amongst non-cyclists. Bike Life, research commissioned by TfGM and Sustrans, has shown a significant majority of Greater Manchester residents say more cycling would make their city a better place to live and work (69%), and would be in favour of more protected cycle lanes even if it impacts on other forms of road traffic (74%).

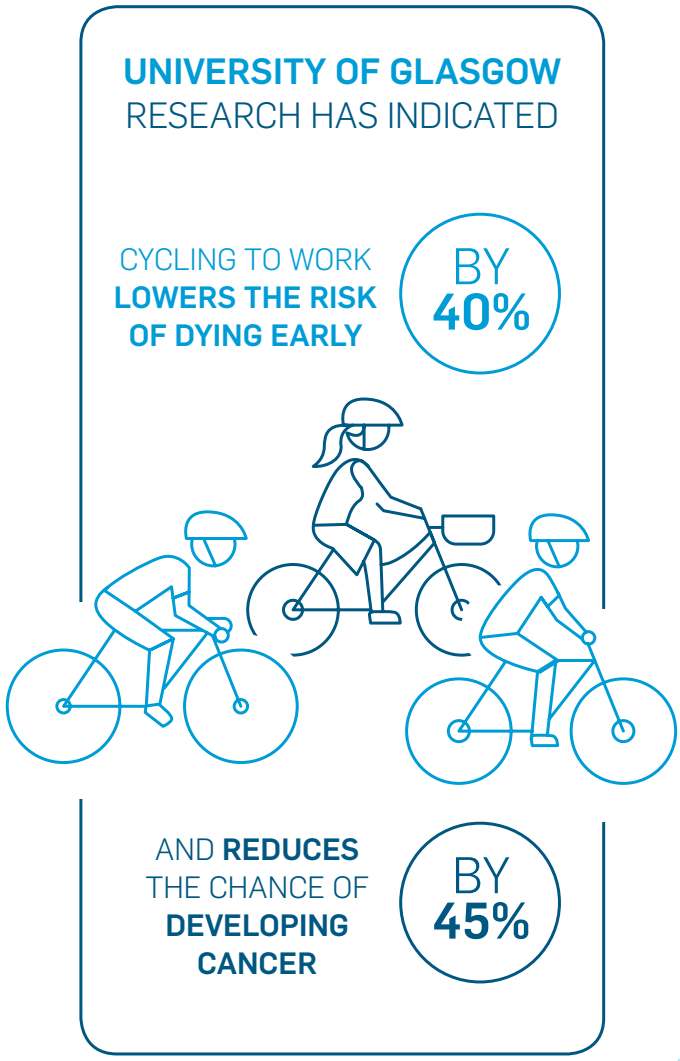
Facilities for cyclists are limited in many parts of the Strategy area. Whilst opportunities for local cycling is improved by supporting infrastructure, it is more strategic movements which are most improved when continuous and well-designed connecting routes are provided.

The need to recognise and target the adverse environmental impacts of transport

Local air pollution, carbon emissions and noise all cause significant harm to health and the environment, and transport is acknowledged as a major part of the environmental challenge facing the country. Poor air quality and concentrations of high emissions make places less attractive and can impact on the health of local communities.

There are several locations which are sensitive to air quality problems within the Strategy area, Air Quality Management Areas (AQMA) have been in place for a number of years with plans to help mitigate and reduce the impacts. These cover parts of Macclesfield and Disley as well as a wide-reaching area within Greater Manchester.

"In Greater Manchester, the appointment of the region's first Cycling and Walking Commissioner has led to increased focus on delivering a step change in walking and cycling and the measures required to enable this."



The A6MARR scheme is predicted to add traffic to the A6 in Disley, and it will be important to monitor the actual impact on the AQMA.

Of importance is a section of the A34 in Gatley, which has been identified by DEFRA as having severe issues which are in exceedance of legal limits and require immediate action to resolve. Such serious exceedance areas have also been identified in six of the other nine Greater Manchester districts, and TfGM are leading the development of a co-ordinated Clean Air Plan to respond to DEFRA. A Strategic Outline Case was submitted in March 2018 with feedback awaited. An Outline Business Case is due to follow in August 2018. Addressing the congestion and air quality issues within the A34 corridor will be of high importance to how the SEMMM Strategy is taken forward.

The balance between 'movement and place' functions must be right to support the town and district centres

Transport not only connects places, but also plays a supporting role in creating places which are appealing to live and work.

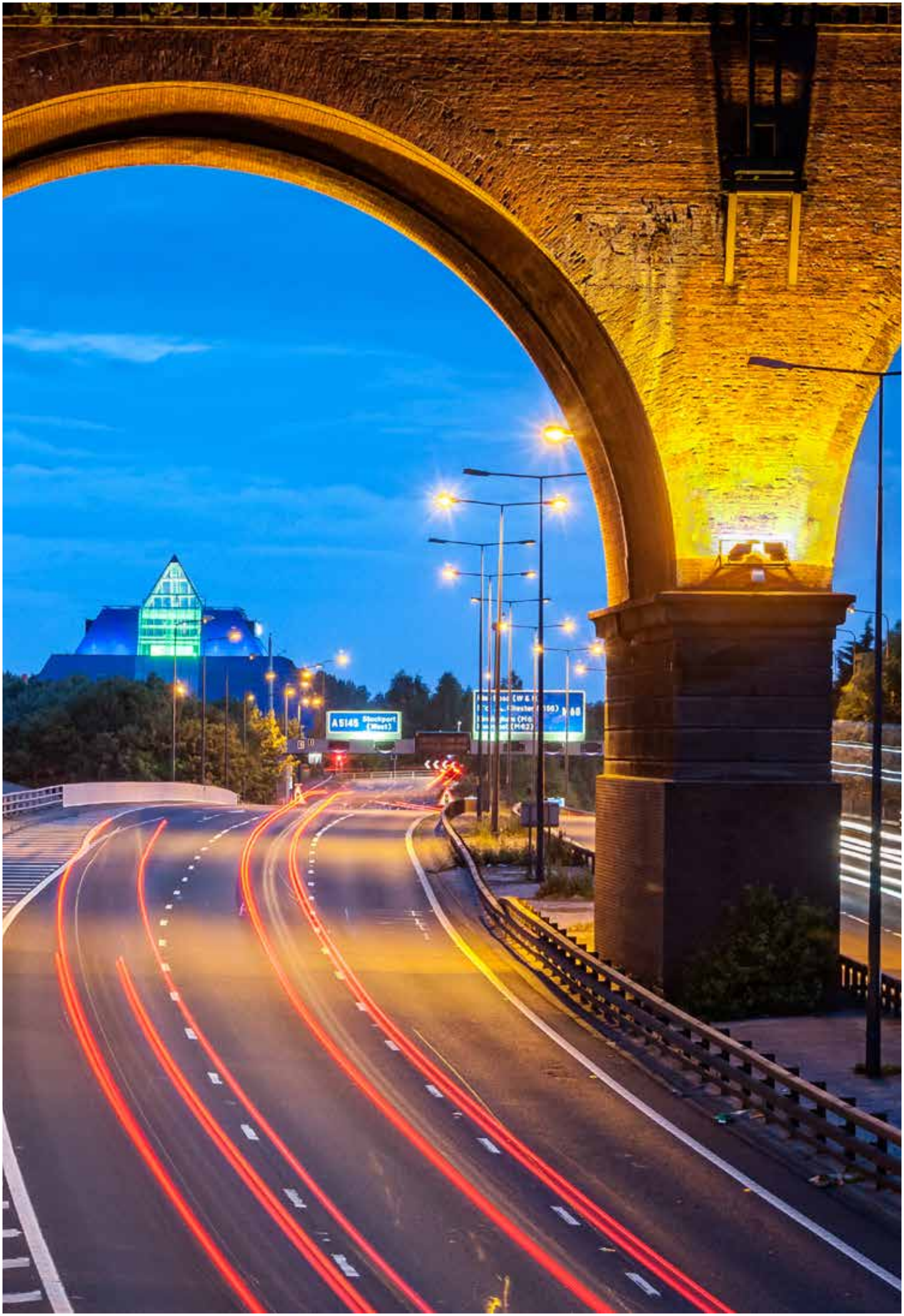
Planning for transport infrastructure improvements requires careful consideration of the balance between attractive "places" (and the built environment), and the importance of "movement" functions. For example, a busy road through a local centre may be a sign of good access, but will also make it harder for pedestrians to cross the road and move about. On the main strategic corridors, this can mean high frequency bus routes, operating alongside heavy freight movement routes, but passing through a local centre where pedestrians want to cross.

"Transport not only connects places, but also plays a supporting role in creating places which are appealing to live and work."

Local centres also require convenient parking, but spaces for car parking at the kerbside can add to congestion.

These are challenges which are faced by all town and district centres, including Stockport town centre where the A6 corridors provides a physical and perceived barrier to movement. The on-going delivery of improvements under the Stockport TCAP is intended to re-route strategic traffic away from the town centre. To have a transformational effect, it will be important to maximise the benefits of lower traffic volumes on the A6 (north of the new A6MARR junction) by providing complementary measures which improve the environment for pedestrians and cyclists.

It is hoped that similar impacts may be possible in other town centres within the Strategy area. The shared space scheme in Poynton is an example of how re-balancing priorities of place and movement can alter the perceptions of drivers, cyclists and pedestrians alike, and deliver an economic boost to a local area. Lessons (both positive and negative) can be learnt from the implementation of that scheme, whilst the long-term success of the scheme will be enhanced by the future opening of the Poynton Relief Road.


A5146 Stockport (West)

3. Planning for the future

The update of the SEMMM Strategy is being progressed not only to tackle existing transport issues, but also to plan the major transport investment required to ensure that future growth supports changing behaviours in terms of how people choose to travel. Development plans in the Strategy area are ambitious, and are likely to lead to a material increase in travel demands. Accommodating this in the context of current network performance will be a significant challenge.

3.1. Transport to support behaviour change through future growth

Future land use plans are set out in Local Plans prepared by each local authority. In Greater Manchester, the 10 districts are committed to working together to develop a single, joint land use plan which cohesively considers the needs of the conurbation as one, rather than as individual places. Further details on the published growth plans are set out below.

Cheshire East Local Plan

Cheshire East's Local Plan was adopted in June 2017. It includes the provision of at least 36,000 new homes and 380 hectares acres of employment land across the borough up to 2030.

Whilst Crewe is a focal point for significant development growth, maximising the benefits of future HS2 provision, the Cheshire East Local Plan also includes strategic site allocations across the Strategy area.

These will expand the existing settlements of Wilmslow, Macclesfield, Poynton and Handforth as outlined in the table opposite.

> "Future land use plans are set out in Local Plans prepared by each local authority."

2010 – 2030 Growth	New homes	Employment Land
Macclesfield	4,250	20 ha
Handforth	2,200	22 ha
Poynton	650	10 ha
Wilmslow	900	10 ha

The largest single development site is the North Cheshire Garden Village (1,500 new homes), located to the south east of the A34/A555 interchange.

Greater Manchester Spatial Framework

The northern part of the Strategy area extends into Greater Manchester, which is working to collectively define growth plans through the GMSF. This is a joint plan led by the Greater Manchester Combined Authority (GMCA) for the supply of land for jobs and new homes across the region.

As well as informing the plan in the Stockport district, GMSF will also define future land use development levels and locations in the Manchester, Trafford and Tameside areas that adjoin the SEMMM Strategy area.

A draft of the GMSF was consulted on in late 2016-early 2017, and included around 227,000 additional homes, 2,450,000 m2 of office floorspace and 4,000,000 m2 of industrial and warehousing floorspace. The 2016 GMSF draft included proposals to develop on many greenbelt sites which has led to considerable opposition. In Stockport, strategic development sites for housing were identified in Heald Green, High Lane, Stanley Green and Woodford, as well as an expansion of existing employment provision in Bredbury.

The GMSF is now subject to review based on the consultation responses and the view of the Greater Manchester Mayor that development should be more focused on existing centres. A new version of the plan is being developed and is due to be released for further public consultation in summer 2018.

The development of this 2018 Strategy Refresh has taken account of the scale of development proposed within the Stockport area as set out in the 2016 Draft GMSF. It is acknowledged that change is possible in terms of both the scale of development and the associated allocations.

Consequently, the potential alternate strategic land use options will need to be reviewed and taken into consideration as part of shaping the interventions package. This Strategy may need to be subject to further update, once the results of the forthcoming 2018 GMSF consultation have been collated and understood.

A draft of the GMSF was consulted on in late 2016-early 2017 and identified the need for the following growth by 2035:

227,000
ADDITIONAL HOMES

2,450,000 M^2
OFFICE FLOORSPACE

4,000,000 M^2 **INDUSTRIAL & WAREHOUSING FLOORSPACE**

A new draft of the GMSF is due to be released for further public consultation in summer 2018.

Manchester Airport

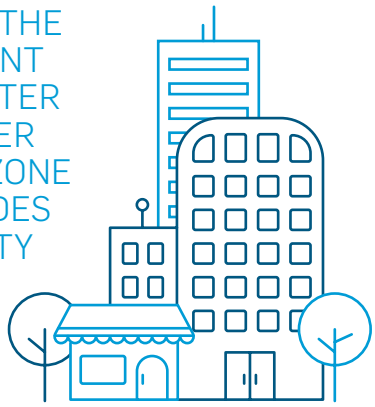
Manchester Airport is also a major hub for future growth. The Airport is the third largest in the UK but has expansion plans which will see annual passenger numbers grow from 25 million in 2017 to 55 million by 2050. The on-site airport employment currently accommodates some 21,000 people but could grow to 45,000 jobs over the next 25 years along with the development at the Greater Manchester Enterprise Zone that includes Airport City. The Enterprise Zone is one of major emerging major employment sites in Greater Manchester, with plans for around 450,000 m2 of offices, hotels, advanced manufacturing, logistics facilities and retail space. Given the location of the Airport relative to the Strategy area, and its impact on travel patterns for employment and leisure journeys, future expansion of the Airport area will have a major impact on the Strategy area transport networks.

THE AIRPORT'S EXPANSION PLANS WILL SEE ANNUAL PASSENGER NUMBERS GROW FROM

26 MILLION IN 2017 TO 55 MILLION BY 2050

RISE IN ON-SITE AIRPORT EMPLOYMENT FROM 21,000 JOBS TO 45,000 JOBS OVER THE NEXT 25 YEARS

ALONG WITH THE DEVELOPMENT AT THE GREATER MANCHESTER ENTERPRISE ZONE THAT INCLUDES AIRPORT CITY



Neighbouring authorities

The Strategy area accommodates a lot of cross boundary travel and through traffic, with residents to the south, passing through for access to other destinations including Manchester city centre, Manchester Airport and the M60. Growth in neighbouring authority areas will therefore also have a knock-on impact on the transport networks in the Strategy area. This can greatly increase the impact of congestion and resilience issues.

High Peak adopted their latest Local Plan in April 2016, with significant development plans for New Mills, Chapel-en-le-Frith and Buxton in the A6 corridor. The adopted Local Plan reflected the recommendation of the 'A6 Corridor Study' (a commission led by Stockport Council in 2014 which identified multi-modal transport interventions for the A6 corridor), and expressed a commitment from High Peak Borough Council to work with partners to enable such improvements. The A6 Corridor Study recommendations have been thoroughly considered in the development of the SEMMM Strategy update.

The Peak District National Park are currently in the process of developing a new plan, albeit the scale of development is unlikely to have a significant impact into the SEMMM Strategy area.

The uncertainty of growth

Whilst each area has plans for growth, the Strategy Refresh is not solely dependent on these plans being delivered in full, and many of the proposals are required to address existing challenges and issues.

Robustness has been incorporated into the testing of the interventions (discussed in Chapter 5) by also considering a future where travel demand does not grow as quickly as our expected scenario. One reason for this eventuality could be a slower rate of development buildout.

3.2. Existing major rail and road commitments

Investment in the region continues at pace, and there are significant transport schemes either planned or in the process of being delivered. These schemes will have an impact both within the Strategy area as well as more widely across the region's transport networks. They are taken as 'committed' for the purposes of the Strategy update:

- A6 Manchester Airport Relief Road (A6MARR) and Poynton Relief Road – New road-building projects which will provide added connectivity and route choice, as well as providing bypass relief to congested District Centres and corridors.
- High Speed 2 (HS2) – Phase 2b of HS2 will include a link from Crewe to Manchester Piccadilly and a new station at Manchester Airport. Latest announcements indicate services may also call at Stockport, Wilmslow and Macclesfield. HS2 will connect the North West region, and the SEMMM Strategy area in particular, directly to the new high speed rail network, and connectivity will be of paramount importance to maximise the benefits such as improved journey times to London. However, there will be challenges to manage around the potential resulting impacts on capacity for local services in the Strategy area..
- Smart Motorways – The first Highways England Road Investment Strategy included Smart Motorway provision on the M56 between junctions 6 and 8 (along with provision on the M60 between J24-27 & J1-4). Smart Motorways use active traffic management techniques to increase capacity by use of variable speed limits and potentially hard shoulder running at busy times.

» Northern Hub rail – targeted rail upgrades to enable 30-40 more trains to run each day, including new direct services to Manchester Airport from other Northern cities.

» Network Rail commitments to undertake platform lengthening on the Mid-Cheshire and Buxton lines. These works are due to be completed by the end of 2019.

3.3. Innovation may change how we travel

Whilst it is important to identify and plan measures to improve the transport system, it is recognised that transport is changing. Consumer preferences, innovative technologies and changing demographics all add to uncertainty about the future of transport.

Conventional models of car ownership are shifting and declining, especially among younger people and in bigger cities. The trend towards a shared economy of service provision rather than product ownership means that consumers are increasingly likely to purchase access to a car, such as through car clubs, rather than purchasing their own vehicle. Demand-responsive travel services which use smart phone applications to give people greater control over their services, like Uber, have grown quickly and have growing influence in the market. Technology has also opened new avenues for transport providers to engage directly with passengers. The way which real time service information is published online, and the way which social media allows instant customer service communication are two examples of how technology is impacting people making journeys.

"In looking to the future, the network is likely to see the introduction of some form of connected and autonomous vehicles (CAV)."

In looking to the future, the network is likely to see the introduction of some form of connected and autonomous vehicles (CAV). At present, little is certain about the way in which these will enter and then spread across the road network. There is likely to be phases of autonomy, with only a small proportion of the vehicle fleet carrying these technologies during the initial period.

As this becomes more common-place, the nature of network operation will change again, and different challenges are likely to present themselves. Particularly in the shorter term, there may be an increased risk of accidents on the network as autonomous vehicles start to exist more regularly alongside general traffic across the network.

We are keen that the SEMMM Strategy delivery partners position themselves at the forefront of this emerging technology and Stockport Council are already committed to working with TfGM on the Synergy Project. This will see CAVs operating in a platoon formation from Stockport Rail Station, directly to Manchester Airport.

In considering how transport is changing, there is also the possible introduction of a different type of transport model, such as Mobility as a Service (MaaS). MaaS is an emerging concept in transportation that could see a transition from personally owned modes of transportation to a service that can be purchased and integrates various forms of transport provision into a single mobility service that is accessible on demand.

Whilst we know that changes through technology are coming, it is unclear quite how and when these will start to have a clearer and more tangible impact on how the transport system operates. There are certain issues which are already facing today, and we must continue to look to address them in the near term, without relying on technology solutions to solve all of the issues.

The Strategy Refresh has considered a future environment which is largely grounded in approaches to travel, as we see them today. However, it is recommended that the SEMMM Strategy is reviewed and updated should there become a time in the future when innovations, such as the use of CAVs, have a clearer pathway towards becoming a regular feature of the transport system. At this point, the nature of how people travel is expected to be fundamentally different to the principles which we are familiar with today.

In the shorter term, we must look to engage with new technology and innovation where it can help the transport system we have today. Smart ticketing is being accelerated across the North, with TfN working in partnership with operators, transport authorities and the DfT to deliver a scheme that will make it easier for passengers to travel seamlessly using their preferred payment method, confident that they have paid the best possible on the day fare for their journey.

"The Strategy Refresh has considered a future environment which is largely grounded in approaches to travel, as we see them today."

In Greater Manchester, TfGM have developed the 'get me there' ticketing system which includes a Smart travelcard and mobile phone app for Metrolink ticketing. The system currently supports a number of travelcard purchases with the app also allowing single and return tickets to be purchased for Metrolink journeys.

We also want to use innovative new approaches to help close the connectivity gap for 'last mile' access, such as between a rail station and an employment site. This can be particularly beneficial for rural communities in the southern part of the Strategy area, as well as offering enhanced access to organisations across the Cheshire Science Corridor.


JEMPSONS
MAN
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4. Vision and objectives

Taking account of identified changes and opportunities, and to set a framework for the future, a Vision and Primary Objectives are defined for the updated SEMMM Strategy.

The Primary Objectives expand on the Vision, and detail how the Strategy will support the journey towards a more sustainable and progressive area by encouraging innovation and behaviour change.

VISION:

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

3 PRIMARY OBJECTIVES:

We consider there to be ten key actions required to achieve the Strategy objectives (as set out in Figure 5). These principles will guide the journey towards realising the Strategy outcomes from a transport and connectivity perspective.

The ten key actions help to reinforce the multi-modal approach which was adopted in the original SEMMM Strategy – a multi-modal approach to strategic transport planning for the area, with an emphasis on sustainable transport.

The updated Vision and Objectives were consulted upon as part of the Issues and Options consultation. Responses to that consultation (available on the SEMMMS website - www.semmms.info) indicated general support. Further details of the feedback received through the consultation can be found in Appendix A.

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

Figure 5 – Actions required to achieve Strategy Objectives

The Vision and Objectives are intentionally aligned with the principles of TfGM's 2040 Transport Strategy and Cheshire East's draft LTP 4.

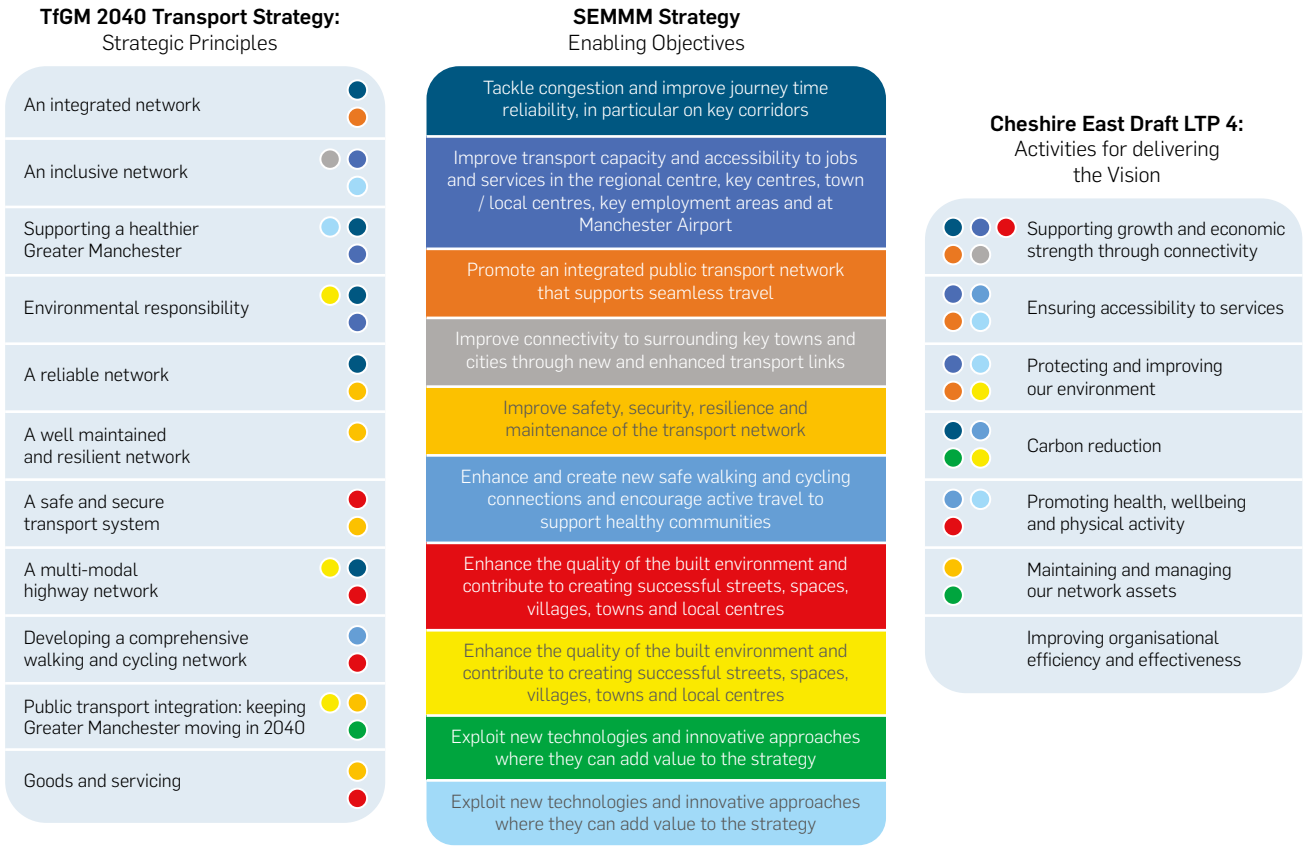
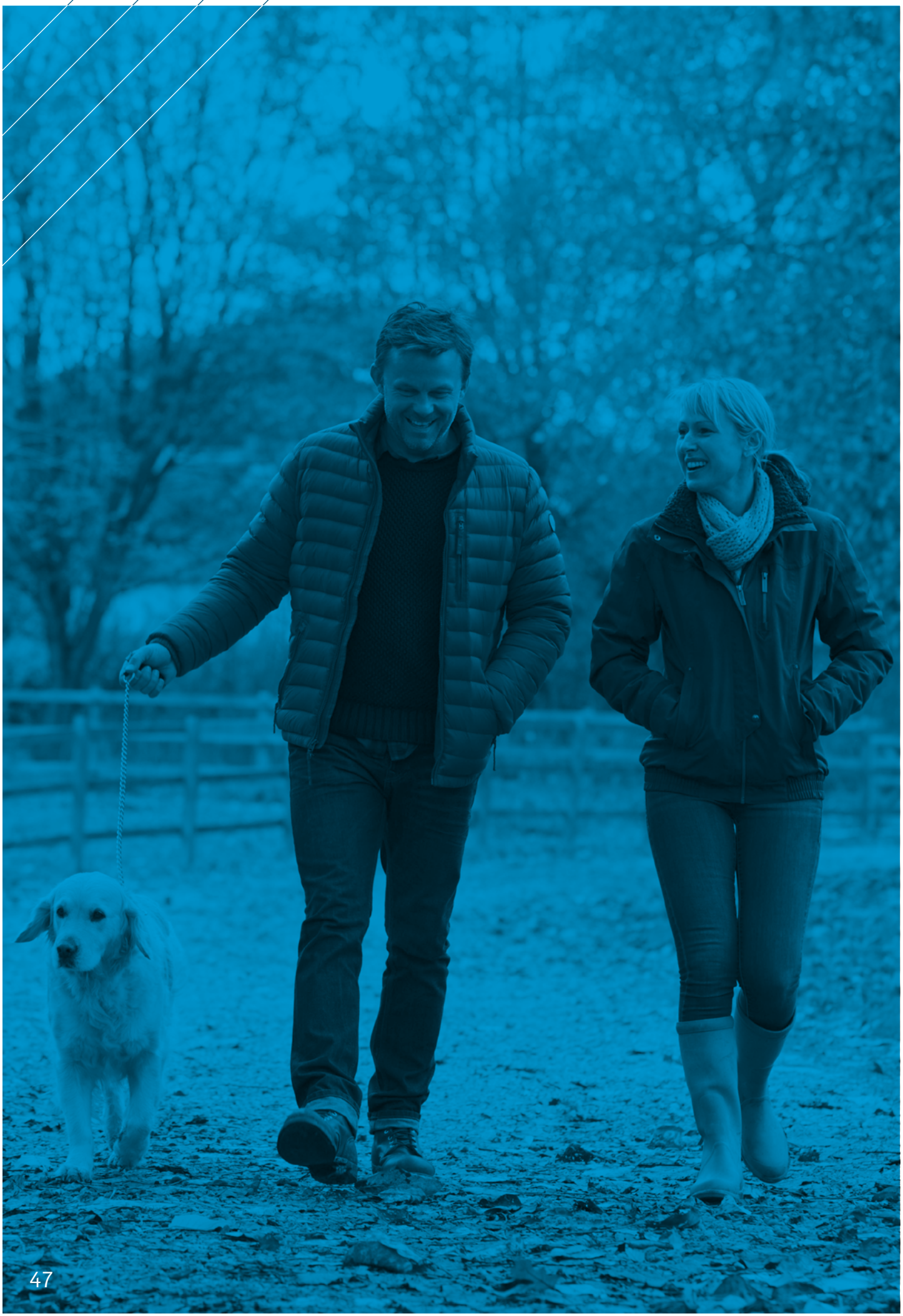


Figure 6 – Alignment of SEMMM Strategy Enabling Objectives with Greater Manchester LTP and Cheshire East draft LTP 4



5. Developing the interventions

Following review of the transport evidence base, and agreement of a Vision and Objectives, a range of approaches and longlist of practical interventions were identified for consideration.

5.1. Strategic approach

From the policy review, and discussion with the Strategy partners, a range of potential strategic approaches were considered. There was an explicit recognition from the beginning of the process that the SEMMM Strategy update would preserve the multi-modal principles of the original study, and that the Strategy would look towards a balanced package of measures, with increased scope and opportunity for sustainable and active travel at its heart.

Within this framework, alternative approaches considered included:

- Enhanced highways programme – whilst including some elements of public transport and active travel enhancements, the package would be strongly weighted towards additional highway improvements, with capacity enhancement schemes and major road building across the Strategy area. Conclusion – over-reliance on additional highway capacity is not a sustainable or desirable approach, and would be out of step with the policy direction of key partners.
- Enhanced sustainable travel programme – this approach would include limited highway capacity enhancement, with a stronger focus on public transport and active travel investment for maximum customer usage. Conclusion – whilst this approach is favourable, there are limitations on how far the public transport system can be advanced to meet the needs of the population, particularly in more rural areas.

> "There was an explicit recognition from the beginning of the process that the SEMMM Strategy update would preserve the multi-modal principles of the original study."

- Focus on Technology and Innovation – This approach would move away from focusing investment towards traditional highway or sustainable travel infrastructure schemes, and instead focus heavily on the identified areas of technological advances, such as Mobility as a Service (MaaS) and Connected and Autonomous Vehicles (CAVs). Conclusion – uncertainty over the potential implementation and effectiveness of new technology prevents reliance on this vision of the future as the strategic direction of this SEMMM Strategy update.
- Balanced multi-modal programme with an emphasis on sustainable transport – this approach includes investing in highway capacity enhancements but with an extensive set of sustainable transport improvements. Delivered in its entirety, it combines the benefits of enhanced sustainable transport networks, with additional highway capacity to resolve key pinchpoints which limit accessibility and productivity. Conclusion – preferred approach for the SEMMM Strategy update, which informed the development and prioritisation of the interventions package.

5.2. Scheme longlisting

The initial longlisting of scheme options was undertaken in collaboration with project partners. A high-level assessment was then undertaken to sift out options that did not provide a strategic fit to Strategy objectives or had significant deliverability issues that could not be overcome. Whilst the sifting process has retained potential scheme options with considerable deliverability issues, an objective view was taken as to the opportunities to avoid and/or mitigate delivery constraints.

The longlisting of potential interventions included collating scheme proposals from previous studies. This included the A6 Corridor Study (2014), the Stockport Rail Strategy (2015) (both led by Stockport Council) and the A523 Corridor Study (2017, led by Cheshire East Council). An appreciation of strategic public transport opportunities was also developed through engagement with TfGM on their 2040 Transport Strategy (including their Delivery Plans) and on-going Strategy development work in the context of GMSF.

5.3. Early assessment

A sifting framework was developed to provide a structure for an early assessment of potential interventions on the longlist.

The framework provided a qualitative indication of the overall effectiveness of each potential intervention, based on the following criteria:

» Strategic fit to the ten key actions required to achieve the Strategy Objectives;

» Deliverability – considering likely impacts on the natural environment and biodiversity, the potential level of network disruption, the assumed level of public and stakeholder support, and matters of feasibility and affordability.

The qualitative assessment considered the probable outcomes of interventions against the specified criteria, taking account of the level of information available. The outcome of the sifting process informed the Issues and Options consultation and has helped to shape the interventions package.

5.4. Understanding the potential benefits

Methodology

Strategic highway modelling has been undertaken using the SATURN software package to inform the development of the interventions package, and to appraise the potential impacts of recommended measures.

Whilst the software principally shows the impact of highways measures on the road network, we chose an assessment methodology which also reflects a reduction in car demand for certain journeys which align with our Strategy's sustainable travel measures. In this way, our assessment has attempted to capture the full value which the multi-modal package could have on how the road network works.

The modelling tool reflects the traditional movement of vehicles through the network. It does not account for potential future technological changes such as CAVs, but provides the best-available tool to understand potential future highways conditions.

Analysis has considered the potential operation of the Evening Peak period road network in 2024 and 2039. The analysis has focused on the Evening Peak period on account of the range of journey purposes occurring towards the end of the working day. The analysis has been undertaken using a SATURN model which is owned and maintained by TfGM.

All future year modelling has assumed that highway schemes already committed in the area are completed and open to the public. This includes Highways England's Road Investment Strategy improvements, A6MARR and Poynton Relief Road.

It is recognised that further detailed traffic modelling will be required to support individual scheme business cases and support Planning Applications. However, the work undertaken is considered a proportionate exercise to establish the likely Business Case merits of prospective scheme.

It should be noted that the modelling exercise will need to be re-run to take account of the 2018 version of the GMSF, It is likely that the 2018 version will be substantially different to the current draft, and that the consequential pressure on the transport network will therefore be different to that identified in the modelling carried out so far.

Future demand scenarios

Three different versions of future demand scenarios were considered:

- Reference Case – Includes growth associated with the commitments of the Cheshire East Local Plan, proposals set out in the 2016 GMSF draft, the planned growth of Manchester Airport, and likely growth in the neighbouring High Peak area.
- Mode Shift– This considers a version of the future where car travel demand is lower than the Reference Case for specific journeys impacted by the sustainable transport provisions set out in this Strategy. This includes journeys which could make use of new tram-train and BRT services, bus reform improvements and additional walking and cycling measures. Across the full modelled area, the approach equates to an assumed 3% reduction in car trips by 2024 and a 5% shift by 2039, albeit reductions in areas where we are proposing sustainable travel improvements are much higher.

» Lower trip growth – The Reference Case assumes proposed growth is fully delivered, and the numbers of people travelling continues to rise. We also want to ensure that our plan can be effective if the number of people making journeys does not grow as quickly as the Reference Case scenario expects. There are various reasons why this could be the case - such as changes in behaviour, increased home-working, differing demographic patterns, or a slower rate of development growth. The lower trip growth scenario analyses the impact of our interventions in this situation. The lower trip growth scenario has also still assumed that sustainable travel provisions are improved, and that some modal shift would be achieved taking car trips off the network.

Interventions testing

A package of on-line highway improvements and development access highway measures was identified which were tested as a part of all Strategy scenarios (listed in Appendix C).

In addition to this package, major highways intervention options have been considered individually as sensitivity options. These were:

» A6 to M60 Relief Road (with Stepping Hill Link)

» A6 to M60 Relief Road (with Stepping Hill Link) plus a single carriageway High Lane-Disley Relief Road

» Offline single carriageway bypass of the A523 from the southern end of Poynton Relief Road to the Silk Road in Macclesfield

» A significant upgrade of the A34 Gatley crossroads, separating traffic movements. The core highway package assumes an at-grade signalised roundabout.

Findings

Traffic modelling work has informed the recommended interventions package through the following key findings:

» Assumed mode shift arising from the implementation of sustainable transport measures appears to deliver valuable reductions in traffic flow. Measures would also provide welcome accessibility improvements for residents of Stockport, Cheshire East and Derbyshire, particularly for movements towards the Regional Centre and Manchester Airport. However, the modelling suggests that mode shift on its own is unlikely to be enough to address key congestion issues in the main movement corridors.

» A package of on-line highways improvements is predicted to be effective at tackling localised hot-spots and site access issues for new development, but does not appear to offer wider network benefits or strategic improvement. Strategic constraints on the network would remain.

» Reflecting the findings of the Strategic Outline Business Case previously prepared, the proposed A6 to M60 scheme is predicted to provide wider beneficial impacts including reducing flow on the A6 and A34 corridors, but could increase traffic flows further south on the A6 (including through the Disley AQMA).

» The model suggests adding a High Lane-Disley Relief Road to the A6 to M60 scheme could reduce built environment and air quality issues on the A6, as well as potentially delivering meaningful travel time reductions for the A6 corridor. The scheme could attract more traffic onto the network further south on the A6, albeit the potential flow increases do not appear to be too large. These impacts would be investigated as a part of more detailed appraisal undertaken in developing a business case for a scheme.

- Assessment of a potential A523 offline bypass indicates a localised re-assignment of traffic from the existing A523 route. Whilst such reassignment would be welcome in addressing local issues along the route, the scheme proposal does not appear to provide wider beneficial impacts and delivers only a limited improvement in journey times for related journeys.
- Separating traffic movements at Gatley crossroads could improve local throughput and reduce delay at the junction, however space constraints and design issues could well limit the achievable level of highway benefit.

Correlation with GMSF planning

As previously outlined, the SEMMM Strategy update assumes growth proposals for Greater Manchester, as set out in the 2016 GMSF draft.

TfGM are undertaking their own modelling to understand the conurbation-wide transport impacts of the GMSF proposals. The SEMMM Strategy team have liaised with TfGM to ensure consistency between approaches, albeit with a recognition that the SEMMM Strategy work is more detailed in the geographical area of interest than the assumptions made at a conurbation-level by the TfGM work.

The SEMMM Strategy will also be reviewed following public consultation findings and the 2018 GMSF draft land use plan following its publication in the summer.

"Safety must also be a fundamental consideration in the design of all new transport schemes."

Further details

Some of the potential impacts of the Strategy, as predicted by the modelling, are reporting in the next Chapter.

Further details of the strategic highway modelling are provided in Appendix C.

5.5. Issues and Options consultation

A SEMMM Strategy Issues and Options paper was used to request feedback on the emerging direction of the Strategy, in both the Stockport and Cheshire East authority areas.

The comments provided have been used to inform the development of this Refreshed SEMMM Strategy. Details of the consultation exercise and the themes to emerge are presented in Appendix A.


A5145 Stockport (West)

6. Recommended interventions

The success of the future transport system relies upon reducing peoples' dependency on cars in favour of increased walking, cycling and public transport use.

However, we recognise that the road network itself is under pressure and in targeted locations would benefit from more capacity alongside the provision of better alternative options.

The Strategy Refresh therefore promotes a multi-modal approach – a package of interventions to improve opportunities for sustainable travel and active travel, as well as highway improvements and measures which focus on reducing harmful emissions caused by transport. This approach fits well with the key themes and general approach of the draft Cheshire East Local Transport Plan, the Greater Manchester Congestion Deal, and the Greater Manchester Cycling and Walking Commissioner's 'Made to Move' document.

This chapter explains the key features of the recommended SEMMM Strategy interventions package.

It should be recognised that the funding and delivery of key interventions would require extensive further investigations of delivery constraints, evaluation of value for money, and a funding plan. Nevertheless, as per the original Strategy, the updated Strategy provides recommended priorities for future development, and an overall package of measures intended to meet the wider Strategy Vision and Objectives. The package should be delivered in it its entirety to maximise the potential benefits.

The full list of interventions in the recommended SEMMM Strategy are presented in Appendix B.

"This chapter explains the key features of the recommended SEMMM Strategy interventions package."

6.1. Strategic priorities

We have identified the following eight Strategic Priorities for the updated SEMMM Strategy. Links to the 10 key actions required to achieve Strategy objectives are highlighted. The Strategic Priorities are shown in Figure 7 where they have a clear spatial element.

SP1 - Multi-modal improvements throughout the A34 corridor

Actions that support Objectives:
i, ii, iii, v, vi, vii, viii, x

The A34 corridor is hugely important to the Strategy area, providing local connectivity as well as access to the M60 and onward travel towards Manchester city centre. The corridor is highly constrained and there are congestion pressures at several junctions, as highlighted in the Greater Manchester Congestion Deal. As well as the issues faced today, the route will get busier with the opening of the A6MARR and Poynton Relief Road. The location of proposed development in both Cheshire East and Stockport is also likely to worsen existing conditions within the corridor.

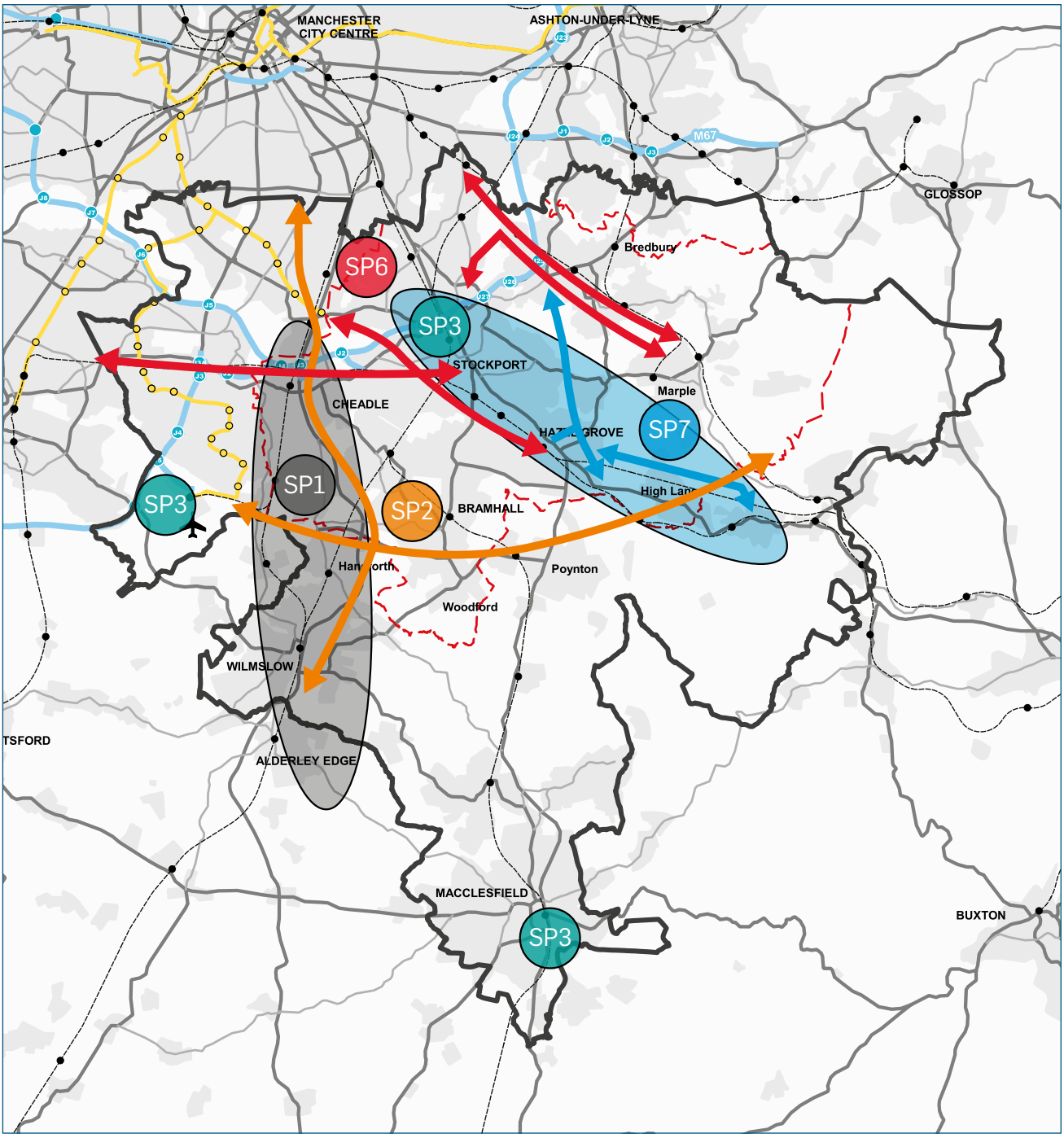


Figure 7 – SEMMM Strategy Strategic Priorities

- **SP1** - Multi-modal improvements throughout the A34 corridor
- **SP2** - New Bus Rapid Transit (BRT)
- **SP3** - Improving the major transport interchanges - Stockport Town Centre, Manchester Airport, and Macclesfield Town Centre
- **SP4** - Enhancing the rail network*
- **SP5** - Continued development of the cycling and walking networks*
- **SP6** - Introducing Tram-Train, better connecting Stockport to neighbouring areas
- **SP7** - Multi-modal improvements to support the A6 corridor
- **SP8** - Close integration of transport with land use planning*

Note: Overarching to the full Strategy area and are not individually mapped.

Our aspirations for this corridor are to improve conditions, creating conditions for smoother and more reliable journeys, as well as giving a genuine alternative to the car. Our approach is for improved rail and bus options, as well as additional highway capacity at the worst existing pinch points where congestion and associated air quality issues are most severe.

A new Bus Rapid Transit (BRT) service is recommended (listed as SP2), which would operate routes between Wilmslow - Manchester Airport, and Wilmslow - East Didsbury Metrolink (both via Stanley Green). Within the corridor, bus priority would be introduced to support the service, including a new offline bus only road to the west of the A34 between Stanley Green and John Lewis, and some new on-road bus priority lanes.

As well as the new BRT service, we recommended the case is developed for new rail stations at Stanley Green and Cheadle. The rail station at Stanley Green could align to the BRT services, creating opportunities for BRT/rail interchange. Wider benefits for the corridor would be delivered if the site also incorporates a new, major park & ride car park to intercept vehicles travelling along the A34 and be available for both potential rail and BRT passengers.

On the road, the most significant intervention will be required at Gatley crossroads, which is the most congested junction in the Strategy area and a key strategic interchange. The high levels of congestion have led to this location being identified by DEFRA as one of the poorest air quality locations in the country, requiring immediate action by the local authority as part of a Clean Air Plan for Greater Manchester.

"Our aspirations for this corridor are to improve conditions, creating conditions for smoother and more reliable journeys, as well as giving a more genuine alternative to the car."

The location is constrained by adjacent housing but looking ahead towards 2040, we believe there may be a need for major works at this location to deliver a more effective at-grade highway junction. A design for any improvements is yet to be developed, and initial works to consider a viable scheme for the junction should be taken forward working with the local community.

Elsewhere, highway improvements are recommended at most junctions within the corridor, including at Stanley Green and Eden Park Road.

Recommended supporting measures in the wider A34 corridor include:

- Improvements along the B5358 Wilmslow Road for walking and cycling, including re-modelling the Finney Lane / Etchells Road staggered crossroads junction.
- Realigning a section of Stanley Road (including replacing an existing rail bridge, and junction upgrades on Earl Road and Gillbent Road.
- A Streets for All approach, looking at opportunities for road space reallocation in the parallel corridor. For example, new on-road cycle tracks on the B5358 Wilmslow Road, and improvements to the Bradshaw Hall Lane route (east of the A34).

SP2 - New Bus Rapid Transit (BRT)

Actions that support Objectives:
i, ii, iii, vi, viii, ix, x

Whilst existing rail networks support north-south travel, the need for better east-west connectivity was identified very early in the Strategy Refresh. The opening of A6MARR will bring about improved highway connections, and potentially open new bus service opportunities, but wider public transport options are likely to remain limited. To help improve the overall problem, the Strategy recommends three new Bus Rapid Transit (BRT) services. These would broadly operate:

- Stockport - Hazel Grove - Bramhall - Woodford - Handforth - Stanley Green – Heald Green – Manchester Airport.
- Wilmslow - Handforth - Stanley Green – Heald Green – Manchester Airport
- Wilmslow - Handforth - - Stanley Green - Cheadle - East Didsbury Metrolink stop.

The BRT services are proposed to provide new connections for residents, as well as closely integrate with proposed new development sites in both Cheshire East and the draft GMSF.

The detail of these routes is currently being developed through a detailed study commissioned by TfGM along with local authorities. It is hoped that the Wilmslow services could also have the potential to be extended to Macclesfield in the future.

To support the effective operation of these services, it is recommended that new bus priority is introduced in the following areas:

- New offline bus only link between Woodford and Handforth.
- New offline bus only link between Stanley Green and Bruntwood Park.
- On-street bus priority on the A34, northbound from its junctions with Wilmslow Road.
- Bus priority on the southbound A34 slip road at its junctions with Wilmslow Road.

There may be other locations where bus priority would benefit the operation of the BRT services, and the local authorities will work with TfGM to identify such opportunities.

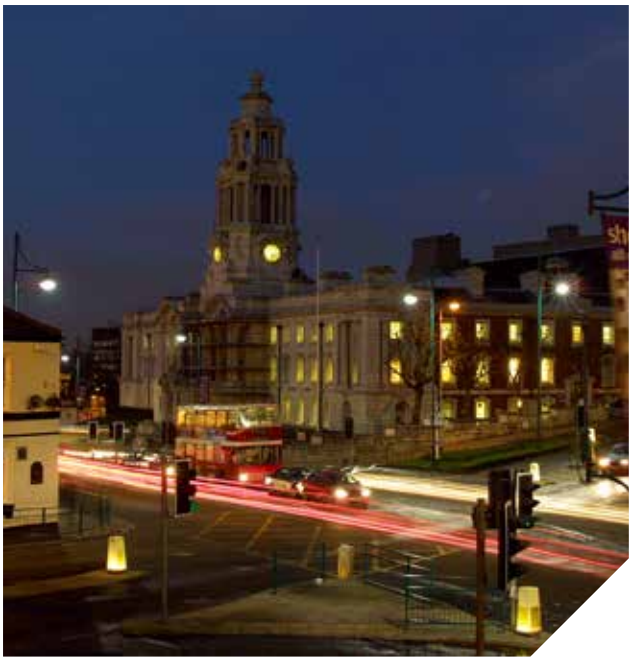
We also recommend the case is developed for a new Park and Ride site to integrate with the Stockport - Manchester Airport BRT service, potentially alongside the A6MARR/ Poynton Relief Road interchange near Bramhall. Services could also operate via a major Park and Ride car park in Stanley Green, providing opportunities for interchange with the proposed new rail station. These suggested locations would appear to provide good opportunities to intercept strategic movements currently utilising the primary highway route network.

The BRT proposal must be subject to commercial considerations and would be developed to complement, rather than adversely impact existing bus services.

SP3 - Improving the major transport interchanges - Stockport Town Centre, Manchester Airport, and Macclesfield Town Centre

Actions that support Objectives:
i, iii, v, vii, viii

As the largest town centre in the Strategy area, access to Stockport is critical and its geographical position makes it an ideal location to act as a hub for orbital movements across the Strategy area. There has been significant investment across the town centre in recent years, but to maximise its standing as one of the region's leading towns, investment is needed to improve the transport interchanges. The scheme to replace Stockport bus station with a new, modern facility is being progressed by TfGM and Stockport Council and will crucially offer much better facilities for passengers.



"As the largest town centre in the Strategy area, access to Stockport is critical and its geographical position makes it an ideal location to act as a hub for orbital movements across the SEMMM area."

The on-going development of land around the rail station should also be completed, creating new employment opportunities and modern housing directly served by the transport interchanges. The rail station itself would also benefit from redevelopment to improve passenger facilities via delivery of the Stockport Station Masterplan. The existing link between the bus and rail stations should also be improved to make walking and cycling to/from and between each interchange more simple and accessible.

Another major interchange in the Strategy area is Manchester Airport, where national and local rail services and Metrolink, meet with national coach routes and local bus services providing full single-site multi-modal connectivity. To support their growth plans, Manchester Airport have developed a ESAP which is focused on reliable road journeys, and fast and convenient public transport connections. In terms of transport interchange at the Airport, extending the existing Metrolink line to better serve Terminal 2 is of key importance to the Airport's approach, whilst the longer-term addition of the Metrolink 'Western Loop' would further improve access. TfGM are continuing to develop the case for this scheme.

The Strategy also supports the redevelopment of Macclesfield rail station, to provide improved facilities for passengers.

SP4 - Enhancing the rail network

Actions that support Objectives:
i, ii, iii, iv, v, viii, ix, x

The rail network is of vital importance to the area, providing local connections between town centres and to Manchester city centre as well as direct strategic connectivity to other major cities to the south from Stockport, Wilmslow and Macclesfield. An efficient and resilient rail network is required to support the area, and can play a critical role in reducing car use.

Across the North, the delivery of NPR would create a step-change in rail access and journey time improvements, particularly benefiting major hubs such as Manchester city centre and Manchester Airport.

As a part of NPR, the Government are working with Manchester Airport and the Cheshire and Warrington LEP to examine a new western rail link, which would connect directly into the Airport from the Mid-Cheshire Line.

We have identified five potential new rail stations which would enhance connectivity, as well as having the potential to be developed as park & ride hubs. These locations are at Stanley Green (A34 corridor), High Lane and Chapel-en-le-Frith (A6 corridor), and Cheadle and Adswood (Stockport-Altrincham rail line). New stations at Cheadle and Adswood could be opened as heavy rail stations in advance of any recommended change to tram-train operation on that route later in the Strategy period, providing vital public transport connectivity for these communities. TfGM is currently undertaking a review of the feasibility and value of potential new stations across Greater Manchester; all of those listed above are under consideration in this study (with the exception of Chapel-en-le-Frith, which lies outside of Greater Manchester).

For existing rail provisions, the future opening of HS2 is likely to mean changes to existing service patterns. At this stage, the exact effect and scope of these changes remains unclear. The Strategy Refresh strongly supports the retention of existing services levels as a minimum requirement. Any opportunities to deliver higher service frequencies and additional rail capacity should be taken.

TfGM are currently working on rail-based studies which will identify the infrastructure required to enable better rail services to be introduced alongside HS2. Whilst not yet known, it is hoped that recommendations will include the electrification of the Buxton rail line, and the reintroduction of regular passenger services through Reddish South station. In the longer term, regional rail connectivity could be improved by connecting the Mid-Cheshire rail line to Manchester Airport from its western side, should a viable scheme be possible.

The findings of the TfGM rail corridor studies should further inform and refine the detailed rail-based recommendations of the SEMMM Strategy.

At rail stations, TfGM, Franchise Operators and the local authorities should continue an on-going programme of improvements. This includes better passenger information, waiting facilities and cycle storage. Park & ride has been increasingly popular and expanding car parks will be important to increase capacity and capture demand. Recommended priorities should be to add more car parking capacity at Heald Green, Bramhall, Cheadle Hulme, Handforth, Gatley, Marple, and Macclesfield stations in the early years, where feasibility work suggests expansion could be viable.

TfGM are also looking to gain more controls over rail stations through devolution or partnership working arrangements which could enable these sites and their surrounding land to be developed into community hubs as well as transport interchanges.

SP5 - Continued development of the cycling and walking networks

Actions that support Objectives:
i, ii, v, vi, vii, viii, x

Encouraging more walking and cycling is central to the ambitions of both partner authorities, and both Councils have developed their own strategies and plans for walking and cycling. We also see active travel as being central to the updated SEMMM Strategy.

Walking and cycling are usually the cheapest and most reliable way of getting around, and for short journeys, often the quickest, especially in urban areas at peak times. With so many short distance trips in urban areas taken by car, we want to keep the focus on measures which can make walking or cycling safer, more viable and appealing. Opportunities to segregate cyclists from motorised vehicles should be taken wherever possible to address real and perceived safety issues, especially amongst unconfident or inexperienced cyclists.

We support the 'Cycle Friendly Neighbourhood' concept – which means better footways and crossings for pedestrians, better integration of cycle-priority into highway design, more 20mph streets and linking of routes with toucan crossings. We will also support opportunities to make the walking and cycling network more accessible, for example through providing more dropped crossings, and more accessible signage.

We recommend continued investment in walking and cycling, building on on-going work Cheshire East Council, Stockport Council and TfGM are undertaking through the DfT Local Walking and Cycling Infrastructure Plan (LCWIP) programme.

For example, walking and cycling schemes may include:

- Completing the Wilmslow to Manchester Airport cycle route
- Signing, surfacing and lighting improvements to:
  - Middlewood Way (as feasible and appropriate given the rural nature of some parts of the route)
  - Macclesfield Canal towpath
  - Peak Forest Canal towpath
- Local route improvements for access in and around Wilmslow and Macclesfield
- New links to Stockport Town Centre from surrounding communities, including Brinnington
- New routes connecting Alderley Park and Waters to Wilmslow Rail Station.
- Improvement of strategic routes along the A34 corridor including new on-road cycle tracks on the B5358 Wilmslow Road and works to make the Bradshaw Hall Lane route (east of the A34), more suitable for safe cycling

"We anticipate that further local and strategic walking and cycling measures will be identified throughout the Strategy period."

- New cycle links to A6MARR from the Stockport Cycle City Ambition Grant 2 scheme at Ladybridge
- New Heatons link, connecting Fallowfield Loop and the TransPennine Trail (TPT)
- Delivery of improved cycling and walking provision on the A6 as part of delivering the A6 Town Centre Masterplan

We anticipate that further local and strategic walking and cycling measures will be identified throughout the Strategy period and encourage the local authorities to work with local walking and cycling groups to prioritise activities.

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

Actions that support Objectives:
i, ii, iii, viii, ix, x

There is potential to improve the rapid transit links between Stockport and neighbouring areas, including new modes of rapid transit such as tram-train. Early development work on the tram-train concept in Greater Manchester has shown potential opportunities for the Strategy area. These were also promoted within the Stockport Rail Strategy (led by Stockport Council, 2015). Tram-train offers a significant opportunity to support the delivery of the Strategy Refresh Vision and Objectives, increasing travel choice on routes which are currently dominated by car travel.

Routes recommended by the Strategy Refresh are:

- Stockport – Altrincham: Conversion of the existing rail line to tram-train operation. Would include new stops in Timperley, Baguley, Cheadle, Adswood and Stockport. Longer-term, operation could be considered further south than Altrincham (potentially to Knutsford).
- Stockport – Airport: The Stockport – Altrincham line could include a new stop in Baguley, alongside the existing stop on the Airport Metrolink line. Connecting these lines would directly link Stockport to Manchester Airport. This could either be provided through linked platforms for passenger interchange, or a track connection to enable services to operate directly.
- East Didsbury – Hazel Grove: Extension of the current East Didsbury Metrolink line through Heaton Mersey, to connect to an existing rail freight line for tram-train operation to Hazel Grove. Would include new Metrolink stops in Gorsey Bank, Edgeley Lane, Woodsmoor, Davenport and Hazel Grove, and could connect with the existing park & ride facility on the A6. There could also be potential to link this route to the line which would operate into Stockport town centre (in Cheadle Heath), to enable services from East Didsbury to operate directly to Stockport town centre. TfGM are expected to study the feasibility of these opportunities in 2018/19.
- Manchester -Marple: Conversion of the existing rail line to tram-train operation. Would offer higher frequency services than current rail operation, as well as better connectivity into Manchester city centre. This scheme also offers wider benefits to the operation of Manchester Piccadilly Rail Station. A longer term orbital connection could continue to link Stockport and Ashton.
- Stockport – Marple: connection between the Marple rail line and Stockport town centre. Various alignments could be considered including operation via Reddish South, or Crookilley Wood.

These tram-train schemes are all subject to further appraisal work to assess their viability. Before delivering any tram-train services, a trial scheme is also required to gain technical approvals. We understand that the use of tram-train in Greater Manchester is a realistic ambition before 2040, with initial pathfinder trials anticipated in the next couple of years.

TfGM are continuing with work looking at these options as well as other tram-train opportunities in the conurbation. Through the SEMMM Strategy update, Stockport Council continues to promote these schemes, and strongly encourages TfGM to consider prioritising these options in their continuing work.

SP7 - Multi-modal improvements to support the A6 corridor

Actions that support Objectives:
i, ii, iii, iv, v, vi, vii, x

The A6 is the main link between Manchester, Stockport and High Peak but suffers congestion in several places, and is highlighted in the Greater Manchester Congestion Deal as having issues. It is already one of the main bus corridors in Greater Manchester as well as having parallel rail routes which offer a frequent service but which are becoming overcrowded in peak periods. Future growth along the corridor will add further pressure. Traffic levels south of the new A6MARR are also forecast to increase by around 15% when that route opens later in 2018.

To enhance the corridor, and make it better placed to support planned economic growth, we consider a multi-modal approach to be most appropriate. Previous work was undertaken to develop an A6 Corridor Study in 2015.

The recommendations from that work included:

- Improved pedestrian/ cycle access to rail stations
- Improved parking at Disley, Buxton, Chinley, Chapel-en-le-Frith and New Mills Newtown rail stations
- Improved bus services to Manchester Airport
- Increased rail service frequency between Manchester and New Mills Newtown rail & Buxton rail stations
- Increased peak hour train capacity and platform length for all stations between Buxton and Stockport plus increased line speed with electrification
- New rail stations at High Lane and Chapel-en-le-Frith (Great Rocks line)
- Poynton Relief Road and High Lane-Disley Relief Road
- Cross boundary public transport fare re-structuring

The SEMMM Strategy update has taken a fresh look at the corridor, and concludes that the A6 Corridor Study recommendations still largely reflect an appropriate approach.

The SEMMM Strategy also supports the overall strategic case for the A6 to M60 Relief Road (including a Stepping Hill Link). It is acknowledged that detailed work to identify environmental impacts and potential mitigation is yet to be undertaken as part of the next stage of business case development.

"The A6 is the main link between Manchester, Stockport and High Peak but suffers congestion in several places."

However, whilst this scheme is only at an early stage of development, initial traffic modelling undertaken for the Strategy update shows this link would support efforts to relieve congestion across the Strategy area, including along both the A6 and A34 within Stockport. Air quality issues in these corridors would also be improved by the redistribution of traffic flow. Wider benefits include lower flows on local roads, meaning less congestion and safer conditions for cyclists.

Despite this strategic case, members of the public have raised concerns about the environmental impacts of the proposed scheme and further work is required to review the costs, environmental impacts, and undertake further public consultation.

There will also need to be an assessment on the extent to which such a major, long term highway scheme supports a sustainable transport agenda at a time when the nature of transport is changing rapidly due to technological advances.

A new road would enable significant complementary improvements along the A6 through Hazel Grove and Stockport to be provided, to create more efficient bus services and a radically improved environment for walking and cycling, achieving a better balance between movement and place. It is important that these benefits are locked in at an early stage, before generated traffic effects on the relieved stretches erode initial benefits.

In addition, there would be a new opportunity for buses to route more directly between Hazel Grove and Bredbury, improving public transport connectivity for that journey. This supports the ambitions to strengthen orbital travel within the Strategy area. Parallel walking and cycling facilities could also be incorporated into the scheme, in the same way as the facilities being provided alongside the A6MARR scheme.

In the short term, we recommend that further work is undertaken to progress the business case and undertake further environmental scoping, strategic modelling and public consultation to understand the impacts of the scheme.

The SEMMM Strategy Refresh also supports a High Lane-Disley Relief Road, to connect the A6 at Newtown with the A6 to M60 Relief Road near Hazel Grove. This would provide an A6 bypass for the villages of High Lane and Disley. Without this scheme, the A6 to M60 Relief Road would increase flows through this section, in addition to traffic induced by the soon to be opened A6MARR.

This would increase congestion, and add to air quality issues within the existing Disley AQMA. Potential improvements to the A6 in High Lane and Disley were previously explored when the A6MARR scheme was developed and there is little scope for further enhancement within the highway footprint. A High Lane Disley Relief Road also offers a wider opportunity for complementary works along the A6 including road space reallocation on bypassed sections, to provide improved walking and cycling facilities.

A High Lane-Disley Relief Road has historically been discussed but development has not been advanced in recent years. As identified in the earlier A6 Corridor work, an exact route would need to be developed considering current constraints, and initial business case work undertaken to identify if a viable scheme could be developed. Traffic modelling has indicated a limited impact on the A6 to the south of Newtown, but potential impacts on local network performance should be reviewed. Whilst a longer route extending further south than Newtown was previously considered, the Strategy Refresh recommends a scheme contained within the Stockport and Cheshire East districts only. As both Relief Roads are promoted in this Strategy, any planning for the A6 to M60 Relief Road scheme should therefore include provisions for a future connection to a High Lane-Disley Relief Road.

Whilst it is acknowledged that there are significant environmental constraints to delivering such major new highway schemes, they are recommended as part of the long-term Strategy to provide better highway access and preserve key local and district centres. We recommend that further work is undertaken to develop the business case for the scheme, including further environmental and technical appraisals, and public consultation on the principles of the schemes. A phased approach is recommended with continued development of the A6 to M60 Relief Road progressed first.

Elsewhere in the corridor, the Strategy supports the electrification of the Buxton rail line, as well as the introduction of more peak hour train capacity and more frequent services, as well as two new rail stations at High Lane and Chapel-en-le-Frith. A High Lane station would provide an excellent travel option for residents of the development site proposed in the 2016 GMSF draft, as well as intercepting longer-distance travellers on the A6. The proposed new station at Chapel-en-le-Frith (on the freight-only line from Chinley), would give new connectivity to the Hope Valley line services in addition to its current station on the Buxton Line.

The proposed tram-train interventions also include a new north-south route operating in the A6 corridor, which would connect Hazel Grove, Davenport and Woodsmoor to the existing Metrolink network at East Didsbury using the existing rail freight line. There is also the need to encourage greater use of existing under-utilised facilities such as the bus park & ride site in Hazel Grove, which could be served by the tram-train service.

Reduced traffic flows on the A6 will create the opportunity to apply Streets for All principles, to create better and more attractive local and district centres. This would include using Streets for All to guide an A6 Stockport town centre masterplan, to improve the character of central Stockport by reducing the severance impacts of the A6 and giving greater priority for pedestrians and cyclists. Similar road space reallocation would also be recommended through Hazel Grove if appropriate reductions in vehicle numbers can be achieved through the delivery of other proposed schemes for this corridor. This fits with the wider application of Streets for All which TfGM is promoting across Greater Manchester.

SP8 - Close integration of transport with land use planning

Actions that support Objectives:
i, ii, iii, vi, vii, viii, x

Transport is always one of the most contentious issues when debating the right way to bring forward new development. There are already issues which affect the transport system, and planned sites across the Strategy area will add more people into the system which could make current problems worse and create new issues. That is why there is a need for full, joined-up thinking and a collective approach to land use planning and transport services.

In Cheshire East, analysis of the transport impacts of development and identification of mitigation requirements was undertaken through the process of developing a Local Plan. In Greater Manchester, TfGM are working with the Combined Authority (GMCA) and the 10 Greater Manchester boroughs to develop a long-term plan identifying the transport interventions which will be needed to facilitate GMSF development. The SEMMM Strategy Refresh has been prepared in close liaison with TfGM to ensure consistent approaches between this Strategy and TfGM's long-term scheme planning.

In terms of our proposals in the Strategy area, we are clear that sustainable transport must be closely integrated into the planning and delivery of new development sites. To embed sustainable travel behaviours, we recognise that routes and services need to be in place as early as is practically possible and must be thoroughly integrated into masterplanning, and the design of site layouts. Land use planning also provides an opportunity to make improvements to town, district and local centres in order to make them more accessible for all.

The Strategic Priorities, as well as the other elements of the Strategy, will be subject to revision following the completion of the public consultation, and reviewed in the context of the 2018 GMSF draft.

6.2. Other key elements

A523 corridor

Alongside the A34 and A6 (which are identified in the Strategic Priorities), the A523 is another main movement corridor.

The A523 corridor suffers from existing safety and congestion issues. The opening of Poynton Relief Road will provide relief to the section through Poynton village but will increase traffic movements further to the south. As a part of the planning for that scheme, supporting measures have been developed to help lessen the impact, such as junction improvements at Adlington crossroads and Bonis Hall Lane. Future consideration should also be given to restricting HGV movements through Poynton village.

The Strategy Refresh recommends that issues on the A523 south of Poynton Relief Road are most appropriately resolved through local capacity and safety improvements rather than significant new sections of offline carriageway.

From the Issues and Options consultation, we recognise the strong local support for measures to reduce the environmental impact of traffic on the A523 and have considered how these challenges may be addressed. Funding for major new road schemes is secured on the basis of a robust business case, which must be prepared in line with a process prescribed by the DfT. Whilst this considers the social, environmental, and wider economic impacts of schemes, the viability of a scheme is largely driven by savings in journey time and accidents.

Having assessed the potential journey time savings of an A523 bypass in the strategic traffic modelling, it is not considered that a strong case could be developed, even accounting for the additional traffic drawn in by the A6MARR and Poynton Relief Road schemes. It is however crucial that appropriate on-line improvements are progressed to ease the problems faced by residents, and as reinforced during the Issues and Options consultation.

We are particularly keen that more is done to enhance the environment for pedestrians and cyclists in this corridor. This is best explored through the provision of a segregated facility alongside the existing A523, and could be delivered in phases of funding and landowner agreements. We also believe that bus passenger facilities should be enhanced with stops and shelters upgraded.

At the southern end of the corridor, highway improvement measures are already under development by Cheshire East Council as part of the Macclesfield Movement Strategy.

"We recognise there is strong local support for measures to reduce the environmental impact of traffic on the A523 - this was reinforced during the Issues and Options consultation."

Orbital travel

Orbital travel could account for any east-west movement in the Strategy area, and the Strategy Refresh has identified that people are largely reliant on the road network at present for these journeys with a lack of real alternative options. As well as improving the main highway routes, we want to transform the public transport choices available for people.

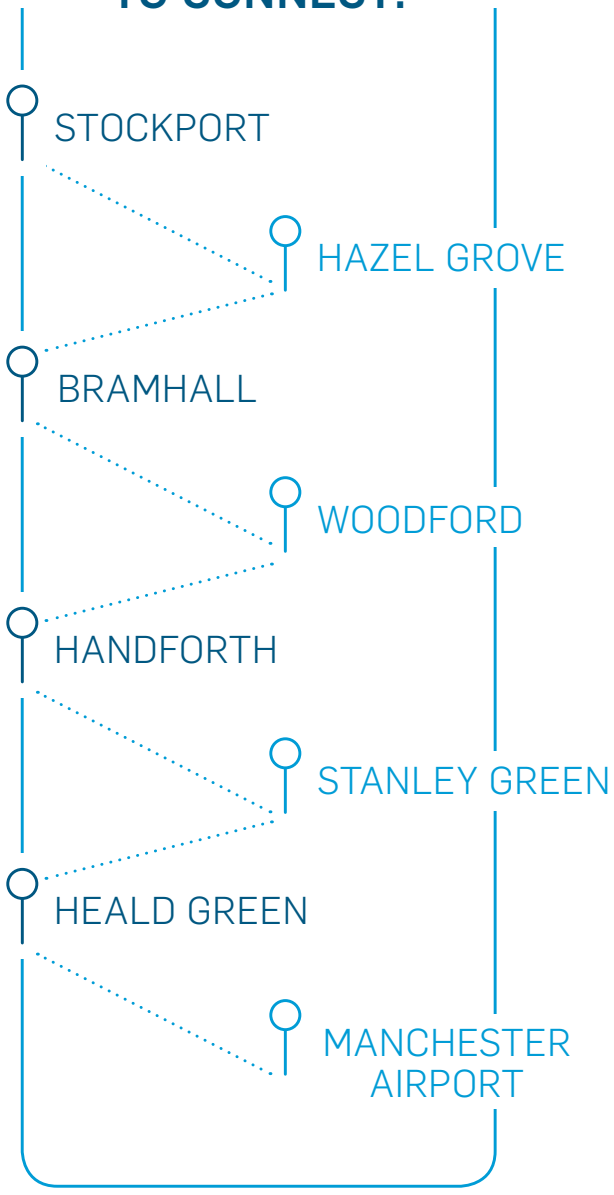
The key elements of this plan are the rapid transit proposals, which include recommended new tram-train and BRT services.

In addition, it will be critical to ensure that existing bus connections (which provide the majority of east-west connections currently) are sustained and strengthened wherever possible. TfGM are currently considering ways to carry out whole-route upgrades to key bus corridors, with a strong focus on quality and reliability.

Also prioritised by this Strategy Refresh is the provision of improved connections between Stockport and Altrincham. This would initially be with new rail stations at Cheadle and Adswood, and then latterly as a tram-train route with added stops in Timperley and Baguley. This should provide relief and genuine modal choice to the A560 movement corridor. To the east of Stockport town centre, tram-train services operating to/from Marple (as well as potentially further as an orbital route to Ashton) would create added connectivity and mode choice to further link up destinations across the Stockport district.

For highway movements, the M60, A555 and A560 are the main orbital travel routes.

THE PROPOSED BRT SCHEME, AS IDENTIFIED AS A STRATEGIC PRIORITY, WOULD PROVIDE **NEW EAST-WEST LINKS TO CONNECT:**



The M60 has been identified by Highways England as one of the most congested sections of the SRN, and they have committed to enhancing the section passing Stockport to a Smart Motorway as a part of their Road Investment Strategy.

There are constraints on the local road network which restrict access to the M60. Whilst the Stockport TCAP helps improve access to M60 Junctions 1 and 27, issues continue to be most severe at M60 Junction 2 (Gatley crossroads) and M60 Junction 25 (Bredbury). This Strategy recommends improvements in both areas as follows:

- Major improvement at Gatley Crossroads, as identified as a Strategic Priority within the A34 multi-modal improvements.
- Improvements to the A560 near Bredbury, including the reworking of its junction with Stockport Road West and upgrade of a low rail bridge crossing the route. These measures should be progressed in advance of any wider remodelling of the area to accommodate the A6 to M60 Relief Road.

The opening of A6MARR will create a continuous east-west route from the A6 to Manchester Airport. The Strategy recommends that the A555 is widened to three lanes in each direction between Woodford and Handforth; this has been accommodated in the design of structures. These additional lanes could be considered for High Occupancy Vehicles (HOV) or public transport.

Stockport Town Centre

Stockport town centre is one of Greater Manchester's leading centres and is key to the economic prosperity of the Strategy area. Its location also means it has good potential to act as a major interchange hub for orbital public transport routes. It is already receiving significant investment through exciting projects such as Stockport Exchange, Redrock, Stockport Interchange, and the TCAP improvements.

The Strategy Refresh recommends measures which can further enhance the town centre:

- Replacement of the town centre bus station with a new, modern facility (Strategic Priority).
- Better cycling and walking connectivity between the town centre bus and rail stations (Strategic Priority).
- Delivery of the rail station regeneration masterplan (Strategic Priority).
- Complete delivery of the TCAP transport improvements.
- Introduction of a new Masterplan for the A6, using road space reallocation to maximise the benefits of TCAP. It is recommended that the next phase should deliver priority measures for pedestrians, taking advantage of reduced traffic volumes. This should be developed and implemented utilising the Streets for All concept.
- Replacement of Greek Street bridge, which is failing, to futureproof for increased future rail capacity and/or tram train.
- Improved walking and cycling connections across the M60, reducing severance created to the north of the town centre and improving access to nearby greenspaces.

- Improved walking and cycling routes to Stockport town centre from neighbouring area, and improved wayfinding information within the town centre.
- Implementation of the Stockport Town Centre Parking Strategy.

Sustainable transport

In addition to the sustainable transport measures set out under Strategic Priorities, the following interventions are promoted through this updated Strategy:

- Develop a network of electric bicycle and vehicle charging points
- Expand the use of cycle logistics in the urban areas
- Targeted travel planning programmes and campaigns, including schools, workplaces and residential areas.
- Explore opportunities with TfGM to maximise the opportunities of rail station devolution
- Explore opportunities with TfGM to maximise the opportunities of bus reform.
- In the nearer term there is a challenge to work with operators to develop more commercially sustainable services. Also work to encourage operators to enhance their vehicle fleet, and provide better marketing/promotion of services.
- Support TfGM and TfN to accelerate the introduction of Smart Ticketing across the public transport system. The Strategy Refresh encourages any measures which can be introduced to widen the scope of any Greater Manchester ticketing mechanism to also include services in North Cheshire.
- Support TfGM to explore opportunities to reduce the impact of cross-boundary fare increases for rail tickets.

Enhancing our local and district centres

It is strongly recognised that the Strategy area is diverse, and relies on its many local and district centres as much as the more significant town centres. These are the hubs of local communities; providing key local services, convenience stores for essential shopping, places to eat out or get a takeaway.

The Strategy Refresh recognises the central contribution these centres make to the lives of residents, and wants to support the development of these areas into places which more people want to, and are able to visit. The vibrancy of our local centres can be enhanced by way of transport provision and greater permeability.

It is recommended that work is undertaken to review transport infrastructure and public realm in local and district centres as part of a wider review of their function and environment. This should include a detailed look at local access constraints, walking and cycling, parking, pedestrian severance and desire lines, public transport connections and the quality of public realm. Local interventions should be developed with local stakeholders, based around the principles of balancing 'movement and place' functions.

Tackling the air quality challenge

Air quality pollution is severe in parts of the Strategy area, and this updated plan puts forward measures to help ease the problems faced in the worst locations.

There are designated AQMAs covering sections of the A6 and A34 corridors in Stockport, on the A6 within Disley, and sections of the network around Macclesfield. Particularly sensitive is a section of the A34 in Gatley, which has been identified by DEFRA as being in exceedance of legal limits.

The SEMMM Strategy update has looked at how best to manage and address these issues. Better traffic and network management which can increase highway capacity (such as signal optimisation or junction improvements) will help, as will measures which encourage greater use of more environmentally-friendly vehicles. This includes providing more EV charging points, and incentivising different sectors to change or retrofit vehicles to cleaner alternatives, such as taxis and buses.

As a part of a co-ordinated plan, increased highway capacity can also include road building. This Strategy identifies that a new A6 to M60 Relief Road, and a High Lane-Disley Relief Road could both offer significant congestion relief, helping to reduce flows and improve air quality issues on both the A6 and A34 corridors. It is acknowledged that new road building does not come without creating new environmental issues and further work is required to develop the business case for the schemes.

These measures would be supported alongside encouraging people to use their car less often. This can be supported by investing more in new and improved public transport services, providing good links for walking and cycling, and using promotional campaigns and travel planning to target individuals.

TfGM are leading the development of a Greater Manchester-wide Clean Air Plan to respond to DEFRA, and this SEMMM Strategy supports the overall principles of the plan, to reduce traffic volumes and encourage more public transport and active travel. Air quality issues and highways congestion are closely linked and the Congestion Plan, which the Greater Manchester Mayor is developing, will also contribute positively to addressing the problems.

6.3. Improving the operation of our highways network

As well as upgrading and improving our transport networks, we recognise the critical importance of managing the assets we already have as effectively as possible. Maintenance and renewal are central to providing safe and efficient networks and additional investment in new infrastructure also increases the requirement for spending on maintenance.

The way which networks are operated and managed have a key impact on how well they work for people. Maintenance and roadworks is acknowledged to often have a severe impact and disrupt people's travel.

The highway authorities will work closely to collaborate with partners to ensure that transport assets are managed more effectively, in a way which causes the minimum level of disruption possible.

When planning future improvements, we will also endeavour to adopt a multi-modal philosophy, ensuring the needs of all potential users are considered in intelligent design. We hope to apply the Streets for All concepts closely, with junction and highway improvements creating wider opportunities to promote design which make the whole environment more accessible for all users.

"Maintenance and renewal are central to providing safe and efficient networks, we recognise the critical importance of managing the assets we already have as effectively as possible."

What could it all mean?

Based on the strategic highway modelling, some of the 2039 vehicle **journey time impacts** we feel could be achieved by delivering our multi-modal plan are outlined below:

NORTHBOUND TRAVEL ON THE A34 COULD BE ALMOST **4 MINUTES FASTER**, AND AROUND **2 MINUTES FASTER SOUTHBOUND.**

POSSIBLE TIME SAVINGS OF OVER 30 MINUTES FOR TRAVEL BETWEEN NEWTOWN AND M60 J25 (DENTON) - WITH TRAFFIC BENEFITING FROM THE HIGH LANE-DISLEY RELIEF ROAD AND THE A6 TO M60 RELIEF ROAD.

TIMES BETWEEN HAZEL GROVE AND NEWTOWN COULD BE **MORE THAN 13 MINUTES FASTER.**

A6 SOUTHBOUND TRAVEL COULD BE **10 MINUTES FASTER,** WITH NORTHBOUND TRAVEL **ALMOST 8 MINUTES FASTER.**

TRAVELLING IN EITHER DIRECTION ON THE A523 (VIA POYNTON RELIEF ROAD) WOULD BE SIMILAR **AROUND 30 SECONDS** TIME SAVING COULD BE POSSIBLE.

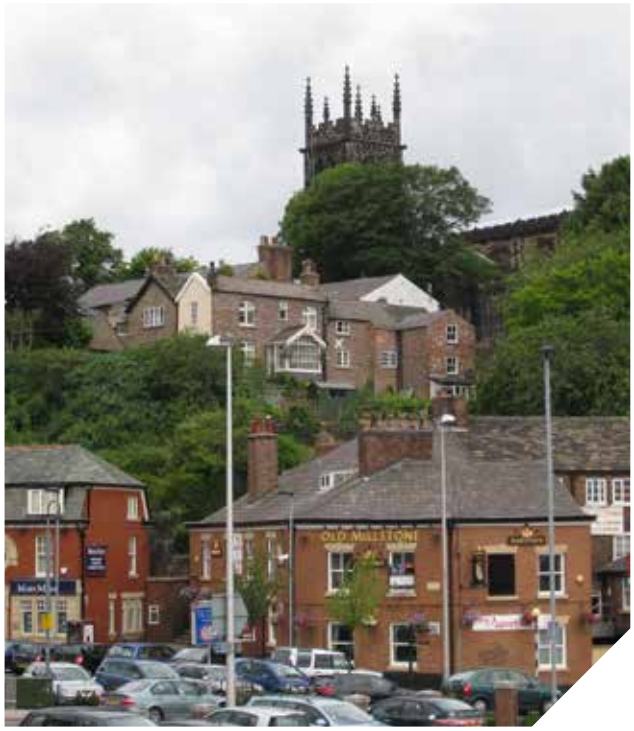
ANALYSIS COMPARES HIGHWAY PERFORMANCE WITH THE **PREFERRED STRATEGY IN PLACE,** IN ITS ENTIRETY, AGAINST CONDITIONS WITHOUT THE INTERVENTIONS PLAN.

7. Our early priorities

Whilst the plan looks ahead to 2040, it is important to recognise that problems exist today and some actions would bring benefits immediately.

The need to set priorities is especially important, given that funding opportunities can be limited, and it is not feasible to attempt to do everything at once. We feel the short-term priorities are likely to include:

- Measures which can improve access to existing public transport services within the Strategy area, with a focus on customer experience
- Measures which promote walking and cycling, to encourage more use across the Strategy area – both for local and more strategic journeys
- Measures which support the principles of the Greater Manchester Clean Air Plan, with a focus on improving air quality on the A34 in Gatley where levels are shown to be in exceedance of legal limits
- Measures to address existing highway pinch points, where schemes are of a minor or medium scale, and where a plan is already under development



"As well as identifying schemes which can be implemented in the short-term, this section of the Strategy identifies the activities which should be progressed as planning and preparation for measures to be delivered in later years."

7.1. Schemes for short-term implementation

The following measures are identified as being important for development and implementation in the nearer term. Links to the Strategic Priorities are indicated where applicable.

The mechanism and ownership responsibilities for delivering the Strategy are set out in Chapter 8. This includes a route to delivering early priorities.

Rail

- Increasing car parking / park and ride facilities at selected rail stations - Heald Green, Bramhall, Cheadle Hulme, Marple, Wilmslow, Handforth, Gatley and Macclesfield stations (SP1, SP4)
- Improved signage and passenger facilities at rail stations (SP1, SP3, SP4)
- New rail stations at Cheadle and Adswood on the Altrincham – Stockport Line. (in advance of any conversion to tram-train operation at a later date) (SP4)
- Redevelopment of Stockport Rail Station, with improved passenger facilities (SP3)

Bus

- Working with TfGM on the continual improvement of the bus network, protecting and growing key routes (SP1, SP2, SP3)
- Deliver a new and modern Stockport Interchange in Stockport Town Centre (SP3)
- New direct cycling and walking connection between Stockport rail station and bus interchange (SP3)
- Improvements to bus stops and shelter facilities
- New Bus Rapid Transit – Operating Stockport – Hazel Grove - Bramhall - Woodford - Handforth - Stanley Green – Heald Green – Manchester Airport (SP2)
- Additional promotion of the existing Hazel Grove bus park and ride site (SP2)

Active modes

- Improvements to routes in and around Wilmslow (to the rail station, key employment sites, education sites) (SP5)
- Completion of a fully signed Wilmslow to Manchester Airport cycleway, using on and off-street routes (SP5)
- Completion of the Greater Manchester LCWIP and progression of identified walking and cycling improvements which could include schemes such as:
  - Improvements to the off-road track east of the A34 (Bradshaw Hall Lane link), to make it more suitable and attractive for cyclists (SP5)
  - New links to Stockport Town Centre from surrounding communities, including Brinnington (SP5)
  - New Heatons link, connecting Fallowfield Loop and the TransPennine Trail (SP5)
  - Improvements to pedestrian and cycling routes across the M60 to reduce the impacts of severance (SP5)
  - Improvements to Middlewood Way walking/cycling route (SP5)
  - Upgrades to the National Cycle Network Route 55 (SP5)
  - Delivery of Stockport town centre A6 Masterplan – upon completion of the Stockport TCAP works (SP5)
- Wider implementation of cycle hire schemes (SP5)
- Review of district/ local centre transport and public realm, to generate local packages of measures as part of wider 'place' reviews (SP1, SP5, SP8)
- Promotion of TfGM-led cycle support including Learn to Ride and Bicycle Maintenance courses (SP5)

- Additional covered, cycle storage facilities at rail stations including a new cycle hub style facility at Macclesfield (SP4, SP5)
- Development of local cycle improvement packages, building on the 'Cycle Friendly Neighbourhood' concept (SP5)
- Travel Planning and Behaviour Change Promotions (SP5)
- Promotion of car sharing services within the main movement corridors (SP1, SP8)
- Targeted car clubs in residential areas (SP1, SP8)

On-line highway improvements

- Junction improvements and highway enhancements which as examples could include schemes such as:
  - A34/ Stanley Road roundabout – Capacity Enhancement (SP1)
  - A34 / A555 Interchange - Provision of fourth circulatory lane on the southern side of the roundabout (SP1)
  - A34/ Coppice Way roundabout - Capacity Enhancement including bus priority (SP1)
  - Stanley Road/Earl Road junction - Capacity Enhancement (SP1)
  - Stanley Road/Gillbent Road junction – Conversion of roundabout to signalised T-junction (SP1)
  - B5358 Wilmslow Road/ Finney Lane and Etchells Road - Conversion of staggered crossroads to double mini-roundabouts (SP1)
  - A34/Alderley Edge bypass northern roundabout - Capacity Enhancement (SP1)
  - A560 / Stockport Road West - Capacity Enhancement, including major junction realignment
  - A560 Ashton Road (Bredbury) – Carriageway realignment to provide full clearance height underneath rail bridge
- A523 Corridor – Safety review and local highway improvements including a scheme at the A523/Well Lane junction (Butley Town)
- Delivery of the Macclesfield Movement Strategy (SP8)
- Network Optimisation, working with traffic signal operators (SP1)
- Continue to identify and develop local safety improvements to address local safety blackspots
- Continue to identify and develop local highway access improvements, to improve local congestion or add better pedestrian and cyclist facilities into signalised junctions

Wider interventions

- Work closely with TfGM and partners to deliver the Greater Manchester Clean Air Plan (SP1, SP2, SP4)
- Expand the network of electric vehicle charging infrastructure (SP1)
- Communications campaigns/awareness raising of health and cost benefits of different modes or around a particular community/school
- Implementation of the Stockport Town Centre Car Parking Strategy

Development access

- The early priorities with regards to development access will depend on the way which development is brought forward. This should be monitored regularly by the SEMMM Strategy Steering Group to ensure that measures are brought forward in a timely manner to integrate with each development site as it is built out.

7.2. Planning now for the longer term

As well as delivering the early priorities, there are other measures which will need to progress in the early months and years, as a part of a longer-term delivery strategy. This will require actions and activity in the short term, which include:

- Stockport Council to work with TfGM to implement Congestion Deal proposals in the Strategy area.
- Stockport Council to continue engaging with TfGM on their planning and business case development for tram-train services, lobbying to ensure that routes in south east Manchester are retained and prioritised. An early step will be to complete the business case for the potential new East Didsbury to Hazel Grove route.
- Stockport Council and Cheshire East Council continuing to work with TfGM on their rail corridor studies, including planning for the arrival of HS2.
- All partners to work with bus operators to develop, improve and better market existing bus services.
- Stockport Council to engage with TfGM to understand how Streets for All could be applied to the A6 corridor, including how it could support the A6 Town Centre masterplan proposals.
- Stockport Council (with TfGM engagement) to commence early planning for a package of improvement measures for the A34 (including a major intervention scheme at Gatley crossroads) including the development of a Strategic Outline Business Case.
- Stockport Council and Cheshire East Council continuing to engage with TfGM to look at the potential case for the new rail stations recommended by the SEMMM Strategy at High Lane, Stanley Green, Chapel-en-le-Frith, Cheadle and Adswood. This will be as a part of the wider study of potential new rail stations TfGM are leading across the conurbation.
- Stockport Council and Cheshire East Council continuing to work with TfGM to develop the new BRT service proposals, including detailed appraisal of potential service patterns and design of supporting infrastructure.
- Stockport Council to continue with the development of the business case for the A6 to M60 Relief Road scheme, including further environmental and technical appraisals, and public consultation on the principles of the scheme. Roadspace reallocation measures on existing links likely to be relieved will be embedded into the work.

- Stockport Council and Cheshire East Council to commence early planning for a High Lane-Disley Relief Road including the development of a Strategic Outline Business Case.
- Stockport Council and Cheshire East Council continuing to work with TfN, TfGM and Rail North to advance proposals on Smart Ticketing in the north, including looking at potential means of reducing the step-change in cross-boundary ticket fares.
- Cheshire East Council to commence early planning and test the business case for a segregated shared use cycleway along the A523 between Prestbury and Poynton.

7.3. Flexible delivery

Whilst these are our early priorities, the nature of securing funding for schemes means a flexible and agile approach will need to be taken.

The Delivery Steering Group will be responsible for monitoring the delivery of the interventions and may look to advance with other measures should an appropriate opportunity arise. It is therefore important that scheme development is considered for all interventions so that delivery partners can respond quickly to potential funding opportunities if needed.

We also recognise that there are studies and programmes which are under development by other organisations (such as TfN, TfGM, Network Rail and Highways England) which may have an influence on the priorities for the SEMMM Strategy area. The Delivery Steering Group will be responsible for promoting the best interests of local measures and priorities with these partners as a part of any wider programmes.

"Close working with the Mayor and TfGM will be critical as we work to collectively develop Greater Manchester-wide policy and initiatives, for example smart ticketing, bus reform, new rail stations and Street for All."

8. Delivering the strategy

This updated SEMMM Strategy is a cross-authority plan which sets out the needs of the transport system to 2040. To be effective, it will be important to establish processes and responsibilities for delivering the Strategy.

8.1. Management and governance

The updated SEMMM Strategy has been developed as a joined up, multi-modal approach, which relies on the collective impact of its measures to drive the realisation of the desired outcomes. Whilst it is recognised that scheme delivery is subject to detailed investigations and funding being secured, the positive impacts will only be achievable through the full and timely implementation of all measures, and it would not be advisable to 'pick and choose' elements of the Strategy. A robust governance structure will therefore be crucial to support cohesive delivery.

The SEMMM Strategy partner authorities (Stockport Council and Cheshire East Council) will be responsible for leading the delivery of the Strategy, and the implementation of individual measures. TfGM will also have a key role in supporting delivery of measures, with many also forming a part of TfGM's Delivery Plan which accompanies their 2040 Transport Strategy. These organisations already have a strong track record of collaborating on delivery to achieve common transport goals.

It is recommended that a Delivery Steering Group led by the partner authorities is established following the adoption of the updated SEMMM Strategy to lead on implementing the Strategy and delivering measures.

"The SEMMM Strategy partner authorities (Stockport Council and Cheshire East Council) will be responsible for leading the delivery of the Strategy, and the implementation of individual measures."

Acknowledging the importance of delivery partners

It is recognised that the SEMMM Strategy does not exist in isolation, and the internal transport system is reliant on the support and ongoing investment of partners and stakeholders.

Effective delivery will require close working relationships with several delivery partners. Some of the main contributors are likely to be:

- Department for Transport (DfT)
- Transport for the North (TfN)
- Transport for Greater Manchester (TfGM)
- Neighbouring Local Planning and Highway Authorities
- Highways England
- Network Rail
- Rail Franchise operators
- Bus operators
- High Speed 2 Limited
- Private developers

There are several funding streams available through central government to deliver infrastructure improvements, such as DfT and MHCLG grant funding."

8.2. Funding

There are different sources of funding that will be drawn on to deliver the SEMMM Strategy interventions, with the Delivery Steering Group responsible for targeting any available funding opportunities which may arise. Potential funding sources are identified below.

Central government

There are several funding streams available through central government to deliver infrastructure improvements, such as DfT and MHCLG grant funding. These include:

- National Productivity Investment Fund – originally valued at £1.1bn for local transport networks (upkeep and enhancement) and £220m for national roads to fund smaller projects that can quickly and directly tackle congestion and improve local productivity. This has been further extended through the 2017 Autumn Budget.
- Transforming Cities Fund – Greater Manchester was allocated £243m over four years to fund transport projects, take forward and support delivery of local strategies, and help to improve connectivity and reduce congestion in the region. Funds will be primarily used to add capacity on existing Metrolink routes and to support the Mayoral Cycling and Walking Challenge Fund.
- National Roads Fund Major Road Network (MRN) Investment – The Government is setting up a new fund, to support delivering schemes on key local A-roads in a similar way to Highways Englands SRN investment plan. Bids of up to £100 million will be invited, with qualifying schemes including bypasses, missing links, road widening, major junction improvements and technological/ safety enhancements. The A34, A6, A523 and the section of the A560 east of Stockport town centre are all a part of the indicative MRN suggested by the DfT in its initial consultation.
- Ministry of Housing, Communities and Local Government Housing Infrastructure Fund - a £5 billion fund that will help to unlock new homes in areas of high demand, with local authorities across England able to bid for this fund to help get homes built faster.
- Transport Technology Research Innovation Grant (T-TRIG) competition - provides seed funding to early-stage science, engineering or technology innovations with potential to lead to the development of successful new transport products, processes or services, such as sensors to collect real-time data or solar powered charging solutions for more sustainable travel choices.
- Innovation Challenge Fund and Regional Innovation Scheme - helps support the development of new technologies, methods or processes that help to meet DfT policy goals.
- West Coast Partnership Franchise – This new rail franchise will cover the operation of InterCity West Coast services from September 2019 until 2031, and the planning of the initial service on HS2. It may result in funds which can support SEMMM Strategy rail station improvements.

Local funding

Local funding sources include those available through the devolution deal and the use of Earn Back and private financial models, such as:

- Local Growth Fund - gives access to funding over and above what Greater Manchester and Cheshire East would normally receive from Government, as part of the devolution deal, to support major and minor works transport schemes that deliver the priorities of the Local Enterprise Partnership, and to supplement investment in walking and cycling (e.g. Cycle City Ambition Grant, Local Sustainable Transport Fund, Access Fund).
- City Deal - includes the principle of an Earn-back model with Government, which builds on the approach of increasing self-sufficiency in delivering infrastructure investment in Greater Manchester.
- Private finance models such as public private partnership (PPP) - can be used to fund projects, where they demonstrate they can provide the best value for money, and are consistent with other policy objectives, affordable and commercially viable.

Developer contributions

If the private sector stands to financially benefit from transport schemes, scheme promoters will look for them to provide a direct contribution to the capital cost of infrastructure provision. Attracting such funding can enable projects to go ahead or be expedited, and potentially allows them to be delivered to a higher quality and achieve better value for money. Local authorities can also levy charges on development to pay for infrastructure needs. These include:

- Section 106 agreements between the local authority and developers attached to a planning permission, if the infrastructure is required to make a site acceptable in planning terms.
- The Community Infrastructure Levy (CIL) that ensures developers contribute to the cumulative impact on local areas, where an adopted CIL scheme is in place.
- Business Rate Supplement, where local authorities can add a supplement to business rates for infrastructure (subject to a local business referendum).

8.2. Monitoring and review

The original SEMMM Strategy was monitored after being adopted to ensure that delivery was on-track, and to evaluate if the intended outcomes were being realised. Monitoring the implementation of the updated Strategy will also be key to ensuring that benefits are maximised, and co-ordinated delivery can occur wherever practically possible.

It is recommended that the updated SEMMM Strategy is monitored in a similar way, with the Delivery Steering Group taking the following roles and responsibilities:

- Monitoring the timely implementation of the SEMMMS Strategy as spelt out in this document;
- Monitoring and co-ordinating the implementation of the Strategy to ensure that the Strategy's full benefits are attained;
- Monitoring the impact of related policy and development issues to ensure full compliance with the philosophy combined in the SEMMMS Strategy
- Communicating news of progress on the Strategy's implementation by continuing the consultation and participation activity initiated by this study.

Appendix A

Response to the issues and options consultation

A. Response to the issues and options consultation

A.1. Stockport

In Stockport, the issues and options paper was shared for comment alongside information on Stockport's emerging Local Plan.

Comments were collected between 28th July and 8th October 2017, including drop-in events held across the Borough.

Over 139 formal responses were received either via email or the online consultation portal, or by post. A further 433 responses were recorded during the various events.

The key themes included:

1. Refresh Timing - There was some concern that there hasn't been enough time to understand the impact of the interventions delivered under the original SEMMM Strategy, particularly when some of those interventions (e.g. A6MARR) have not yet been completed. Comments were also received expressing concern that it is premature to update the SEMMM Strategy until the updated GMSF draft is published.

   Whilst these concerns are valid, there would be no perfect time to undertake the Strategy review, given the multitude of local factors which include the opening of A6MARR and the redrafting of GMSF. The local authorities consider it is important to have a 'current' plan in place, to support the case to secure funding for transport improvements in the short term, as well as to support long term planning. The refresh process could be revisited in the future should conditions or commitments be felt to have changed significantly enough.

2. There was general support for the overall Strategy but comment that it must incorporate short term improvements, as well as long-term schemes. Concern was also expressed that interventions should be delivered before new housing developments rather than afterwards.

   The Strategy update has been progressed at this time to ensure that transport considerations are being planned at the earliest possible stage. This will help close integration with the buildout of development. Specific transport requirements for developers to contribute to transport infrastructure would be included as a part of the conditions for planning. The Strategy does identify short term priorities for quick investment as well as longer term plans which will take years to plan and implement.

3. There was a view that the Strategy needs to include more on wider travel beyond commuting, particularly given the ageing population in Stockport compared to elsewhere in Greater Manchester.

   The Strategy Refresh aims to consider the needs of the whole population, and this is brought through in the Refreshed Vision and Objectives. Whilst weekday morning and afternoon periods are often the times when capacity issues are most severe, the provision of public transport services and walking and cycling facilities are all critical throughout the week.

4. There was a view that the SEMMM Strategy should not just be about transport but should be integrated with wider land-use planning and needed to be more clearly linked to the emerging GMSF.

   The development of the Strategy Refresh, and the modelling undertaken to test the interventions identified, have considered the additional issues created by growth, including GMSF developments. The integration of transport with land use planning is one of the Strategic Priorities for the Strategy.

There were also a range of comments received on the potential options, as outlined in the issues and options papers. There was overall support for a multi-modal package of interventions, with 69 comments explicitly expressing agreement with a multi-modal approach.

In summary:

Public transport - A large number of comments gave support for improved public transport provision, particularly to key locations such as Stepping Hill Hospital. Comments also identified the need to ensure that public transport connectivity isn't just addressed for commuting but also for leisure and evening/ weekend uses both within and outside the Borough.

Many comments expressed the need to consider how public transport usage can be encouraged, for example through:

- More frequent services, including in evenings and at weekends
- Integrated ticketing
- Subsidised and more affordable fares, particularly for over 60s and young people
- Real time electronic information at bus stops
- Road pricing and parking policies

Rail - Improvements to rail services were identified in 90 comments. Comments particularly expressed support for:

- New stations at High Lane and Cheadle
- The use of existing assets and the reopening of lines, particularly linking Reddish South
- Increased parking provision at rail stations to encourage park and ride usage and better manage the impact of parking on local residential roads

Improved pedestrian routes between Stockport rail station and the new interchange to provide a safe, convenient and accessible route.

Metrolink/Tram-train - Many comments expressed general support for Metrolink/ tram train extension to Stockport, including to the Airport, Marple and town centre.

A6 to M60 Relief Road - Comments expressed concern over the environmental and congestion impact of the A6 to M60 Relief Road on the Goyt Valley and surrounding communities. The Goyt Valley SOS group attended the majority of consultation events and were vocal in their objection to this option.

Comments expressed support for A6 to M60 Relief Road as a way to reduce congestion and improve connectivity to the motorway. Comments expressed a view that economic, environmental, social and health benefits of the potential road in a wider GM context outweighed the local environmental disbenefits.

Bus - A large number of comments expressed the view that bus services should be improved. This included comments relating to more park and ride facilities to discourage people driving into Stockport town centre and along the A34 corridor.

Encouraging greater use of Hazel Grove park and ride by having a non-stop service between Hazel Grove and Stockport as well as between Stockport and Manchester.

Cycling - Comments were supportive of interventions to encourage cycling and walking by all ages, including for leisure as well as commuting purposes. Comments included support for:

- Reallocation of road space where appropriate and where it would not result in increased congestion
- Use of priority signals at junctions and crossings
- Removal of barriers and gates which make some existing routes difficult to navigate by cyclists
- More off-road routes to avoid conflicts with other traffic on busy roads and encourage children to cycle.
- Resurfacing of existing routes to provide all-weather links
- Visible and walking lanes on arterial routes

More cycle parking facilities outside key destinations such as shops, libraries and medical centres

Traffic management - Some comments suggested that consideration should be given to how traffic management at signals and crossings could be used to improve traffic flows, speed up bus services, and facilitate cycling and walking. Comments also expressed support for pedestrianisation and 20mph speed limits in district and village centres to reduce the impact of cars on the local environmental quality, particularly along the A6 in the town centre and in Hazel Grove.

A.2. Cheshire East

In Cheshire East, the issues and options paper consultation was held during early 2018 with comments collected between 14th March and 12th April 2018, including a drop-in event in Poynton.

The key themes included:

- Congestion is perceived to be a key issue, particularly on main corridors.
- Disley – the need for a bypass due to quality of life issues such as poor air quality, noise, severance.
- Butley Town – residents expressed concerns about traffic flow on the A523 near Butley Town, and the air pollution and noise severance impacts created. Residents also noted that flows/proportions of HGVs are higher on the link through Butley than the location noted in the Issues & Options paper. There were also comments that traffic in this section will increase as a result of A6MARR, Poynton Relief Road and the Macclesfield Movement Strategy schemes. Support for considering the option of an offline A523 bypass scheme as a part of the SEMMM Strategy update was strongly expressed.
- Poynton – requests to stop HGVs going through Poynton village once Poynton Relief Road opens.
- Peak District – Concerns raised about the impact the Strategy could have on the Peak District.
- Public transport connections are poor and need to be improved. Related comments include:
  - Increasing the frequency of rail services stopping at Disley on the Buxton line and improving the rolling stock used on the line.
  - Improved bus services (particularly from Disley and Poynton – more potential to extend the routes of Greater Manchester services).
  - Public transport is seen as too expensive, compared to travel inside Greater Manchester
  - Need for more parking, particularly at rail stations.
  - Potential to extend Metrolink services into Cheshire – ideas included down the A34 corridor, on extending proposed service e.g. Extending Metrolink south of Altrincham (to Hale/Knutsford), or south of Hazel Grove (to Disley).
- Road works have had a severe local impact on travel, and are perceived to be inefficient and lacking in co-ordination.
- Walking improvements and pedestrianisation were supported in some consultation responses.
- Support for last mile, community transport and free services from the local area to feed rail stations.
- Comments related to development, and concerns around building on greenbelt land. Suggestion that more development should be encouraged on brownfield sites and in Stockport town centre.

Appendix B

Recommended interventions package

B. Recommended interventions package

The recommended SEMMM Strategy Interventions Package is presented below.

SP = SEMMM Strategic Priority

EP = Early Priority

B.1. Rail

		Rail stations
SP1		New rail station at Stanley Green.
		New rail station at Chapel-en-le-Frith, to give connectivity to Hope Valley Line services.
		New rail station at High Lane (A6 Simpsons Corner could be considered as an alternative location depending on the relative business cases).
SP4	EP	New rail station at Cheadle. To be constructed on the line between Altrincham and Stockport. Could later be converted to a Metrolink stop as a part of the tram-train proposals.
SP4	EP	New rail station at Adswood. To be constructed on the line between Altrincham and Stockport. Could later be converted to a Metrolink stop as a part of the tram-train proposals.

		Line upgrades
SP1, SP4		Support the recommendations which will emerge from on-going rail studies being undertaken by TfGM. These studies will identify the infrastructure required to enable better rail services to be introduced alongside HS2. They are being developed in partnership with Stockport Council and Cheshire East Council and will integrate with the other recommendations of this Refreshed SEMMM Strategy.
SP4		Increased utilisation of Reddish South line for passenger services.
SP4		Electrification of the Buxton Line.
SP4		Explore the opportunities for a new western rail connection into Manchester Airport, from the Mid-Cheshire Line (diverging near Ashley).

B.1. Rail (continued)

		Passenger facilities
SP1, SP4	EP	Increase car parking / park and ride facilities at rail stations, with initial focus on Heald Green, Bramhall, Cheadle Hulme, Marple, Wilmslow, Handforth, Gatley and Macclesfield stations.
SP1, SP3, SP4	EP	Improved signage and passenger facilities at rail stations.
SP1		Provision of facilities to ensure step-free access is provided at all rail stations, delivered in partnership with TfGM and Franchise Operators.
SP3	EP	Redevelopment of Stockport Rail Station, with improved passenger facilities.
SP3		Redevelopment of Macclesfield Rail Station, with improved passenger facilities.

B.2. Metrolink and tram-train

		Tram-train
SP6		East Didsbury to Hazel Grove tram-train route. Includes new Metrolink section through Heaton Mersey to connect to the existing rail freight line. Then tram-train operation south to Hazel Grove. Would include new stops at Gorsey Bank, Edgeley Lane, Woodsmoor, Davenport and Hazel Grove. Additional link to the Stockport - Altrincham line (in Cheadle Heath) can provide a direct connection into Stockport town centre.
SP6		Stockport - Altrincham tram-train conversion. Including new stops at Timperley, Baguley, Cheadle and Adswood. Potentially wider expansion to destinations south of Altrincham could also be considered in the longer term (such as Knutsford) subject to a business case being explored and viable.
SP6		Connection between existing Airport Metrolink line and proposed Stockport-Altrincham tram-train service. This would enable travel between Stockport and Manchester Airport. This could either be provided through linked platforms for passengers to interchange, or a new track connection to link the lines and enable services to operate directly between the two lines.
SP6		Manchester to Marple via Belle Vue tram train conversion. Conversion of the existing heavy rail service to a tram-train operation providing frequency improvements, as well as better connectivity into Manchester city centre.
SP6		Stockport to Marple via Reddish South tram train conversion. Includes some tram-train operation, plus a new route into Stockport town centre from the east. Potential route options still be to be determined, but could operate via Crookilley Park, or Reddish South. Longer term expansion could extend orbitally to the east to Ashton.
		Airport Line Western Loop Extension – including initial extension of the current line to directly serve Terminal 2. Full Western Loop would include new stops at Davenport Green, Newall Green and Wythenshawe Hospital.

B.3. Bus

		Bus services
SP1, SP2		New Bus Rapid Transit – Operating Wilmslow - Handforth - Stanley Green - Cheadle - East Didsbury Metrolink stop.
SP1, SP2		New Bus Rapid Transit – Operating Wilmslow - Handforth - Stanley Green – Heald Green – Manchester Airport.
SP2, SP7	EP	New Bus Rapid Transit – Operating Stockport - Hazel Grove - Bramhall - Woodford - Handforth - Stanley Green – Heald Green – Manchester Airport.
	EP	Continued development of the bus network, maximising the opportunities of Bus Reform in Greater Manchester. Better bus connectivity should look to deliver more frequent services in the main movement corridors and better timetable coverage through the week. Particular importance should be given to orbital movements, and journeys which do not have a rail or Metrolink alternative option. There are a number of existing movements which are well supported by bus and should be retained/strengthened through any changes implemented through the powers provided by bus reform. These are: » Hazel Grove - Stockport – Manchester city centre (via A6) » Marple – Stockport » Brinnington – Stockport » Bredbury - Stockport » Ashton/Denton – Stockport » Sharston – Manchester Airport » East Didsbury – Burnage/Withington These are considered in addition to the new BRT routes described above, which would not adversely impact existing services. Better promotion and marketing of bus services should also be taken forward with operators to boost demand.

		Bus priority
SP1		A34 Northbound Bus Lane – Between B5358 Wilmslow Road junction and Broadway.
SP1		Offline busway, to the west of the A34 – Between Stanley Road and John Lewis (Cheadle).
		Offline busway, connecting Woodford and North Cheshire Garden Village – including bus priority at the A34 / Coppice Way junction.
		New bus only link crossing the railway to join Outwood Road and Styal Road, through the potential Heald Green development site.
		New bus-only link between Lower Meadow Road and Station Road in Handforth.

B.3. Bus (continued)

		Passenger facilities
SP3	EP	Deliver a new and modern Stockport Interchange in Stockport Town Centre.
	EP	New direct walking and cycling connection between Stockport rail station and bus interchange.
SP1	EP	Improved bus stops and shelters, including ensuring kerb heights mean services are accessible for all.

B.4. Park and ride

SP1		New park and ride site at Stanley Green - potential rail and bus connections.
		New park and ride near Whaley Bridge – vicinity of the A6/ A5004 roundabout, potential for rail/bus connections depending on location.
SP2		New park and ride near Bramhall, near to the A555 / Poynton Relief Road interchange, to be served by the new BRT Service.
	EP	Additional promotion of the existing Hazel Grove park and ride site.
SP1		Increase car parking at rail stations, with initial focus on Heald Green, Bramhall, Cheadle Hulme, Marple, Wilmslow, Handforth, Gatley and Macclesfield stations.

B.5. Active modes

The following are identified as examples of the walking and cycling improvements which will be required in the period to 2040. It is not considered to be a complete list, and further network improvements will be developed and implemented by the local authorities, in partnership with TfGM (for Greater Manchester schemes).

		Route, corridor and area enhancements
SP1, SP5	EP	Completion of a fully signed Wilmslow to Manchester Airport cycleway, using on and off-street routes.
SP1, SP5	EP	A34 Corridor parallel walking and cycling improvements – to include works along the B5358 Wilmslow Road for sustainable modes (including footway widening and the provision of parallel cycle lanes where feasible) and works on the Bradshaw Hall Lane link (east of the A34) to make it more suitable and attractive for cyclists.
SP5		New links connecting Alderley Park and Waters to Wilmslow Rail Station.
SP5		New links from the Stockport Cycle City Ambition Grant 2 scheme at Ladybridge to A6MARR.

B.5. Active modes (continued)

SP5	EP	New links to Stockport Town Centre from surrounding communities, including Brinnington.
SP5	EP	New Heatons link, connecting the Fallowfield Loop and the TransPennine Trail.
SP5	EP	Upgrades to the National Cycle Network Route 55.
SP5	EP	Signing, surfacing and lighting improvements to Middlewood Way.
SP5		Signing, surfacing and lighting improvements to Macclesfield Canal towpath.
SP5		Signing, surfacing and lighting improvements to Peak Forest Canal towpath.
SP5	EP	Improvements to routes in and around Wilmslow (to the rail station, key employment sites, education sites).
SP5		Improvements to routes in and around Macclesfield – details to be determined.
SP5		Improvements to the A523 north of Poynton Relief Road for sustainable modes (including footway widening and the provision of parallel cycle lanes where feasible).
SP5		Segregated shared use cycleway along the A523 between Prestbury and Poynton.
SP1, SP5	EP	Improvements to pedestrian and cycling routes across the M60 to reduce the impacts of severance.
SP5	EP	Wider implementation of measures developed through the Local Cycling and Walking Improvement Plans programme (LCWIP).
SP5, SP7		A new walking and cycling route parallel to the proposed A6 to M60 Relief Road, with connections into neighbouring residential areas.
SP5	EP	Delivery of Stockport town centre A6 Masterplan – Reconfiguration of sections of the A6 though Stockport town centre. Includes re-assigning priority towards pedestrians and cyclists to maximise the benefits of the TCAP package which will reduce vehicle flow on the A6. Additional pedestrian priority at signals, and reduction of carriageway width where feasible.

B.5. Active modes (continued)

SP1, SP5, SP8	EP	Review of district/ local centre transport and public realm, to generate local packages of measures as part of wider 'place' reviews. To include local access constraints, walking and cycling, parking, pedestrian severance and desire lines, public transport connections and quality of public realm. This will link closely to the Streets for All approach which TfGM are promoting. Development of local cycle improvement packages, building on the 'Cycle Friendly Neighbourhood' concept being implemented in Cheadle Hulme: » Improvements to links to provide better cycle route connectivity between existing provisions - considering 20mph streets/zones » Works to improve pedestrian provision including drainage, dropped crossings, crossing points, lighting, surface quality and signage » Ensure crossings and side junctions either provide pedestrian /cycle priority, or ensure future-proof design that can be easily converted » Convert some toucans to parallel crossings for better pedestrian & cycle crossing times » Wayfinding and Mapping of routes including better online resources – especially for cycle routes to encourage use
		Cycling supporting measures
SP5	EP	Wider implementation of cycle hire schemes, such as Mobike or Brompton hubs, etc.
SP5	EP	Promotion of TfGM-led cycle support including Learn to Ride and Bicycle Maintenance courses.
SP5	EP	New cycle hub style facilities at Macclesfield and Wilmslow rail stations.
SP5	EP	Additional covered, cycle storage facilities at rail stations.

		Behaviour change
SP1, SP5	EP	Travel Planning and Behaviour Change Promotions, including the promotion of School and Business Travel Planning and initiatives to get non-users to 'try out' Public Transport such as taster tickets.
SP1	EP	Promotion of car sharing services within the main movement corridors.
	EP	Targeted car clubs in residential areas.

B.6. On-line highway improvements

The following are identified as examples of the on-line highway improvements which will be required in the period to 2040. It is not considered to be a complete list, and further network improvements should be developed and implemented by the highway authorities.

		A34
SP1		A34/ B5358 Wilmslow Road junction – Lengthening and signalling northbound slip road to improve merge with A34 mainline.
SP1		A34/ Eden Park Road roundabout – Capacity Enhancement.
SP1	EP	A34/ Stanley Road roundabout - Capacity Enhancement.
SP1	EP	A34 / A555 Interchange - Provision of fourth circulatory lane on the southern side of the roundabout.
SP1	EP	A34/ Coppice Way roundabout - Capacity Enhancement including bus priority.
SP1		A34/Ainslie Way roundabout - Capacity Enhancement.
SP1		A34/Birrell Way/A538 roundabout - Capacity Enhancement.
SP1		A34/A538 Prestbury Road roundabout - Capacity Enhancement.
SP1	EP	A34/Alderley Edge bypass northern roundabout - Capacity Enhancement.
SP1	EP	Stanley Road/Earl Road junction - Capacity Enhancement.
SP1	EP	Stanley Road/Gillbent Road junction – Conversion of roundabout to signalised T-junction.
SP1	EP	B5358 Wilmslow Road/ Finney Lane and Etchells Road - Conversion of staggered crossroads to double mini-roundabouts.
		A523
	EP	A523 Corridor – Safety review and local highway improvements - including reviewing speed limits, junction visibilities and signing. To include a scheme at A523/Well Lane junction (Butley Town).
		Poynton Relief Road Complementary Measures, to include: » A523 Woodford Road (Poynton) Speed Management Improvement » A523 Poynton Village Weight Restriction » A523 at Issues Wood - Speed Management Improvement » A523 / Prestbury Lane Signing Safety Improvement

B.6. On-line highway improvements (continued)

	EP	Delivery of the Macclesfield Movement Strategy - package of highway improvement schemes within Macclesfield » Link Road from A536 Congleton Road to A523 London Road » Silk Road / Hibel Road roundabout – proposed signals » Hibel Road junction improvements and signal coordination » Broken Cross modified existing roundabout » Flowerpot junction – capacity improvements » Mill Lane – increase in northbound capacity » Silk Road / Windmill Street – ghost island provision » A537 Chester Road / Ivy Road junction improvements » A537 Chester Road / Fieldbank Road provision for right turn storage » Park Lane / Churchill Way / Park Street – junction improvements

		A560
	EP	A560 / Stockport Road West - Capacity Enhancement, including major junction realignment.
		A560 / Whitefield Road - Capacity Enhancement.
		A560 / M60 J25 roundabouts - Capacity Enhancements including signalisation.
		A6017 / Lingard Lane junction – Capacity Enhancement.
	EP	A560 / Ashton Road (Bredbury) – Carriageway realignment to provide full clearance height underneath rail bridge.
		Other
		A555 – Widening to three lanes in both directions between Woodford and Stanley Green.
SP1	EP	Network Optimisation – Working with traffic signal operators to seek changes to timings to optimise performance. This could include the installation of new smart traffic signals if applicable in line with the aims of the Congestion Deal.
		New highway link between A34 (at Eden Park Road roundabout) and B5358 Wilmslow Road (near Queensway).
		New highway link between Woodford and Poynton Relief Road.
	EP	Continue to identify and develop local safety improvements to address local safety blackspots.
	EP	Continue to identify and develop local highway access improvements, to improve local congestion or add better pedestrian and cyclist facilities into signalised junctions.

B.7. Major highway scheme

		Major highway schemes
SP1		A34 Gatley Crossroads – Major Capacity Enhancement, likely to be conversion to a signalised roundabout. *Note: although yet to be designed, the scale of intervention is likely to require the demolition of some properties in the vicinity.
SP1, SP7		A6 to M60 Relief Road, including Stepping Hill Link.
SP7		High Lane Disley Relief Road.

B.8. Wider Interventions

In addition to the sustainable transport measures detailed throughout the Strategy package, the following are identified in specific relation to enhancing the environmental impacts of transport by promoting the wider use of electric vehicles

SP1	EP	Work closely with TfGM and partners to deliver the Greater Manchester Clean Air Plan, being developed in response to Air Quality exceedances in the conurbation including on the A34 in Gatley.
		Expand the use of 'cleaner' vehicles within the public transport and taxi fleet, either through retrofitting or upgrades. Consider measures to incentivise changes.
	EP	Expand the network of electric vehicle charging infrastructure.
		Encourage house builders to incorporate electric vehicle charging into new development sites, both residential and employment.
		Expand the network of electric bicycle charging infrastructure.
	EP	Communications campaigns/awareness raising of health and cost benefits of different modes or around a particular community/ school.
		Consider the case for Low Emission Zones – targeting sensitive areas such as outside schools.
SP1		Support the rollout of a fully integrated fares and ticketing system across the public transport system (working with TfGM, TfN and wider delivery partners). This should be a key mechanism in 'breaking down' the transport border between Stockport and Cheshire East.
		Work with partners to explore opportunities to pilot demand responsive transport.
		Work with partners to pilot Connected and Autonomous Vehicles, and be at the forefront of the rollout of these technologies across the North West.

B.8. Wider Interventions (continued)

		Work closely with TfGM and partners to deliver the Greater Manchester Congestion Deal. Complementary elements include securing powers to enforce moving traffic offences, enhancing the Greater Manchester roadworks permit scheme, and rolling out a congestion communications campaign.
SP3, SP8		Manchester Airport – Endorse the delivery of measures proposed by Manchester Airport through their Economy and Surface Access Plan. This includes road and rail improvements, Metrolink extension, potential new western rail link to the Mid-Cheshire line, walking and cycling access schemes, new charges for drop-offs at terminal forecourts, funding improvements to public transport connections including subsidising additional local bus routes.
	EP	Implementation of the Stockport Town Centre Car Parking Strategy.

Appendix C

Appraisal of the package

C. Appraisal of the package

C.1. Alignment to the objectives and key actions

The interventions package has been assessed to ensure it aligns closely to the Vision and Objectives.

Examples of how the interventions fit with the key actions need to meet the Objectives are set out in the table below.

i) Tackle congestion and improve journey time reliability, in particular on key corridors.
» A34 multi-modal package of improvements. » A6 to M60 Relief Road to relieve traffic congestion on the A6, A34 and other roads. » Segregated bus priority alongside the A34 and A555 corridors to improve bus journey time reliability. » New rail stations alongside the most severely congested corridors to encourage mode shift – e.g. Cheadle, Stanley Green and High Lane. » Macclesfield Movement Strategy addressing selected hotspots across the town centre. » High Lane-Disley Relief Road to provide congestion relief to the A6, and improved connectivity. » Expansion of rail station parking to encourage greater park and ride.
ii) 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.
» Additional capacity on regional centre rail services in peak periods. » New BRT services, and new tram-train services to improve public transport options to access Manchester Airport, including from North Cheshire. » Electrification of Buxton rail line (to give faster journey times) and additional capacity in peak hour timetables. » Local solutions to 'last mile' travel (with particular focus on the Cheshire Science Corridor), improving connectivity between transport nodes and employment/leisure destinations. » Improved passenger services at Reddish South Rail Station.

iii) Promote an integrated public transport network that supports seamless travel.
» Better connectivity between the rail and bus stations in Stockport town centre, including a new, modern bus station. » Supporting the roll out of Smart ticketing. » Providing supported bus services on routes which are less commercially attractive to operators. » Expansion of rail station parking to encourage greater park and ride. » Wider provision of real time service information for passengers. » More cycle parking at rail stations to enable people to cycle before boarding a train. » Manchester Airport Economy and Surface Access Plan.
iv) Improve connectivity to surrounding key towns and cities through new and enhanced transport links.
» New BRT services running from Wilmslow to Manchester Airport, and from Wilmslow to East Didsbury Metrolink stop. » Improvements to strategic cycle routes and better interconnectivity between existing routes. » More capacity on rail connections to the regional centre, as well as tram-train operations on the Manchester-Marple rail line. » Connectivity to Manchester Airport becomes even more important with the opening of HS2.
v) Improve safety, security, resilience and maintenance of the transport network.
» Local improvement schemes which address accident hotspots to improve safety. » Sustained approach to network maintenance. » Design enhanced resilience into new infrastructure to ensure lasting value.

vi) Enhance and create new safe walking and cycling connections and encourage active travel to support healthy communities
» More cycle links, especially segregated routes parallel to major movement corridors to create better connected and more continuous routes. This could include a new route parallel to the A6 to M60 Relief Road. » Upgrades to the National Cycle Network Route 55. » New Wilmslow to Manchester Airport cycleway. » Wider footways, better quality surfaces, new lighting. » Facilities which support interchange between bicycle and public transport modes such as more cycle parking at rail stations and near to the busiest bus stops. » Travel choices initiatives including cycle hire schemes, and cycle training/maintenance support.

vii) Enhance the quality of the built environment and contribute to creating successful streets, spaces, villages, towns and local centres.
» Town centre transport and public realm studies which generate local improvement packages – including a focus on walking and cycling, pedestrian severance and desire lines and the quality of public realm. » Continued investment to improve the environment and walking permeability across Stockport town centre, including an improved Stockport Interchange with new bus station and a better walking link between the bus and rail stations. » The Stockport town centre A6 masterplan, re-assigning priority towards pedestrians and cyclists to maximise the benefits of the TCAP package which reduces vehicle flow on the A6.
viii) Increase the use of sustainable transport and support the creation of a low emission future.
» Better bus connectivity, including more frequent services and better timetable coverage through the week. » More capacity on rail services. » New tram-train services in Stockport – including connections between Stockport and Marple, Stockport and Altrincham, and Hazel Grove and East Didsbury. » Upgrades of passenger facilities at rail stations. » Targeted investment to improve air quality conditions at Gatley crossroads on the A34. » Travel choices initiatives including car clubs and cycle hire schemes, alongside targeted travel planning programmes (schools, businesses, etc).
ix) Exploit new technologies and innovative approaches where they can add value to the Strategy
» Developing the infrastructure needed to support Electric Vehicles, and Connected Autonomous Vehicles. » Expansion of electric bicycle charging network. » A future-vision of Mobility as a Service (MaaS).
x) Provide improved accessibility to local health, education, leisure and retail services, for all age groups
» Local centre improvements to enhance the streetscape, including wider footways, better quality surfaces, new lighting and more public spaces. » New BRT services running from Wilmslow to East Didsbury Metrolink stop, from Wilmslow to Manchester Airport, and from Hazel Grove to Manchester Airport. » Better connectivity between the rail and bus stations in Stockport town centre.

C.2. Strategic highway modelling

To inform the interventions package, highway modelling has been undertaken to assess the potential impacts of measures. Modelling was based on the existing Greater Manchester SATURN highways model, which was provided by TfGM's Modelling division (HFAS), with future year scenarios developed for 2024 and 2039 based on known growth plans. All tests are run for the Evening Peak only on account of the range of journey purposes occurring towards the end of the working day. The future year scenarios include growth associated with the commitments of the Cheshire East Local Plan, and the proposals set out in the 2016 GMSF draft, along with planned growth of Manchester Airport and likely development sites identified by neighbouring planning authorities. It also assumes that committed highway schemes in the area, which include the Smart Motorway programme, A6MARR and Poynton Relief Road, are completed and open.

SATURN is a highways-based model which shows how the road network performs based on a certain set of vehicle trips. It finds the most 'cost-balanced' equilibrium of routing a set number of trips through a defined highway network. It does not account for people using other modes of travel, and does not reflect how people might 'shift' between travel modes as a result of any change in circumstance. It was felt to be a credible tool for the Strategy Refresh team to use to give a high-level perspective on the impacts of the Strategy package. It is the same tool used to secure funding for major highway interventions in the past, such as A6MARR, and is also in line with the work being undertaken by TfGM in support of GMSF.

Modelling mode shift

As directed through the Vision and Objectives, the updated Strategy maintains a balanced approach; promoting new and improved sustainable transport and active travel options, as well as improvements to roads. The Strategy interventions include measures to provide people with more travel choices which can compete with, and hopefully be preferable to, driving cars for many of their journeys. The limitations and constraints of the road network mean there would not be scope anyhow to solely target an approach which adds more highway capacity to keep in step with increasing levels of car demand.

As described above, SATURN is only able to reflect highway performance. It was therefore agreed to assess the full Strategy package by reducing the size of the future year trip matrices in a way which reflects the reduction in car demand associated with 'mode shift' being targeted by the Strategy package.

Each sustainable transport scheme being recommended was reviewed to identify the individual origin-destination movements which would have better alternative travel options provided. For example, a new rail station on an existing line would offer better travel from that area to the other stations along the same rail line. As a result, the car trips in the SATURN matrix were reduced accordingly to reflect some people transferring to a rail journey instead. Census 2011 data was used to validate the scale of the reduction factors being applied, using real-life examples from across the Greater Manchester and Cheshire East region, comparing commuter mode shares on journeys which are well-served and poorly served by public transport choices.

In the first instance, this reduced size matrix was tested in the model to identify the level of highway performance should mode shift be secured.

This showed problems would still exist on the network and a 'mode shift' only approach would be insufficient to resolve all the congestion issues that would remain.

Testing highway improvements

This outcome led to the inclusion of on-line highway improvement schemes to the package. These were developed to address the largest delays and access constraints identified in the future year modelling, even accounting for the positive impact of the targeted mode shift.

A package of on-line highway improvements and development access highway measures was identified which were tested as a part of all Strategy scenarios. These scheme locations are:

A34 Gatley Crossroad major intervention with conversion to at-grade signalised roundabout
Capacity enhancements at A34/ Eden Park Road
Capacity enhancement of the A34/ Stanley Road junction roundabout (and associated works at Stanley Road junctions with Earl Road and Gillbent Road)
A fourth circulatory lane on the southern side of the A34/555 interchange
A34/ Coppice Way
A34/Ainslie Way
A34/Birrell Way/A538
A34/A538 Prestbury Road
B5358 Wilmslow Road/ Finney Lane and Etchells Road
Widening of A555 to 3-lane dual carriageway between A34 and A5102 Woodford Road
A6017 / Lingard Lane
A560 / Ashton Road
A34 Stanley Green - New highway link between B5358 Wilmslow Road and A34, connecting with the potential Land off A34 GSMF development site
New link offering direct access from Poynton Relief Road to Woodford development, connecting with the potential Woodford GSMF development site
New junction on the A34 (between Stanley Green and Eden Park Road) and link road to Hulme Hall Road, connecting with the potential Land off A34 GSMF development site
New highway link between A6 and Torkington Lane connecting to Windlehurst Road, through the potential High Lane development site.

The intervention longlisting also included a number of possible major highway schemes. These schemes would deliver a larger, more strategic impact on highway reassignment. These major highway schemes were tested in the modelling assessment as additional scenarios, to isolate the potential benefit of adding these measures to the Strategy recommendations.

The results of the modelling testing informed the interventions package presented in this updated SEMMM Strategy.

Sensitivity testing

Sensitivity testing has been undertaken considering different land use plans for Stockport given the uncertainty over the final GMSF plan.

A scenario has been run considering a lower level of growth, to ensure that the package of measures is robust in a potential future scenario where growth does not come forward to the same levels as originally planned. This scenario could also reflect potential additional changes in behaviours which reduces travel demand – such as increased working from home rather than making a commuter journey.

The results of the sensitivity test again informed the interventions package, giving confidence that the Strategy is not solely dependent or reliant on the proposed level of development coming forward in full to be warranted.

Model results

Based on the traffic modelling, some of the 2039 journey time impacts we feel could be achieved are outlined below[1]:

- Northbound travel on the A34 could be almost 4 minutes faster, and around 2 minutes faster southbound.
- Possible time savings of over 30 minutes for travel between Newtown and Denton – which traffic benefiting from the High Lane-Disley Relief Road and the A6 to M60 Relief Road. Times between Hazel Grove and Newtown could be more than 13 minutes faster.
- A6 southbound travel could be over 10 minutes faster, with northbound travel almost 8 minutes faster.
- Travelling in either direction on the A523 (via Poynton Relief Road) would be similar - around 30 seconds time saving could be possible.

Further analysis and highway modelling shall be required to inform the development of each individual scheme, as a part of preparing a business case and to secure funding.

The Strategy modelling shows the potential overall impact of the range of measures we are recommending, and showing the potential cumulative benefit if measures can be brought forward as a part of a wider, co-ordinated interventions plan for the Strategy area.

1 Analysis compares highway performance with the Preferred Strategy in place, against conditions without the interventions plan.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