



STOCKPORT STATION GROWTH PROSPECTUS

THE SOUTHERN GATEWAY FOR GREATER MANCHESTER...

STOCKPORT MDC
NEWEST | COOLEST | GREENEST

 **STOCKPORT**
METROPOLITAN BOROUGH COUNCIL

FOREWORD

CONTENTS

FOREWORD	2
GROWTH HUB FOR THE NATION	4
THE MDC ACCELERATING GROWTH	5
STOCKPORT - CHANGE HERE	6
RAIL CONTEXT	8
CURRENT ISSUES	10
OPPORTUNITIES	12
A VISION OF STOCKPORT STATION	14
PHASING	16
BENCHMARK COSTINGS	22
OUR ASK	23
RAIL INDUSTRY ASK	24

Stockport is a successful place, with a proud history and bright future. As 'The North' experiences a new renaissance, with Greater Manchester at the forefront of rebalancing the UK economy Stockport occupies a very important position as the 'Southern Gateway' to the city region. It is a place where investment happens, offering excellent connectivity to the city and country alike. While Stockport is an important place within the Greater Manchester economy it is as much an economic centre in its own right, with strong communities, an established town centre and excellent connectivity.

Stockport is a significant landmark whether travelling by plane, train or automobile, with its Victorian Railway Viaduct and the famous glass pyramid clearly visible from the M60 and West Coast Mainline. Its architectural heritage is immediately recognisable.

This document is the product of a collaborative approach to ongoing change, developed in discussion with the rail industry and Transport for Greater Manchester (TfGM) and private developers such as Muse. The purpose is to set out the reasons for, nature of and anticipated outcomes of further investment in and around Stockport Station over forthcoming years. This is not an isolated station plan, it is a key part of

our growth strategy, which includes the first Mayoral Development Corporation (MDC) in the country focussed on Town Centre regeneration.

Our plans are for a refreshed, modern and future-ready gateway to the town itself, as well as areas beyond, acting as a resilient interchange to add capacity to the North's rail network, and economic benefit to places far beyond. Stockport currently handles over 5 million rail users a year including interchange (2018-19 ORR Station Usage Data), with a mix of commuter and longer distance journeys being made.

We are not at 'day one' on this journey – indeed when arriving at Stockport in 2020 passengers are greeted by the successful 'Stockport Exchange' scheme, encompassing business, retail, hotel and leisure amenities, with public realm to match. This scheme has been so successful that we want to do more, with the reward for the UK economy being a great place to do business, live and spend leisure time in a productive yet sustainable manner.

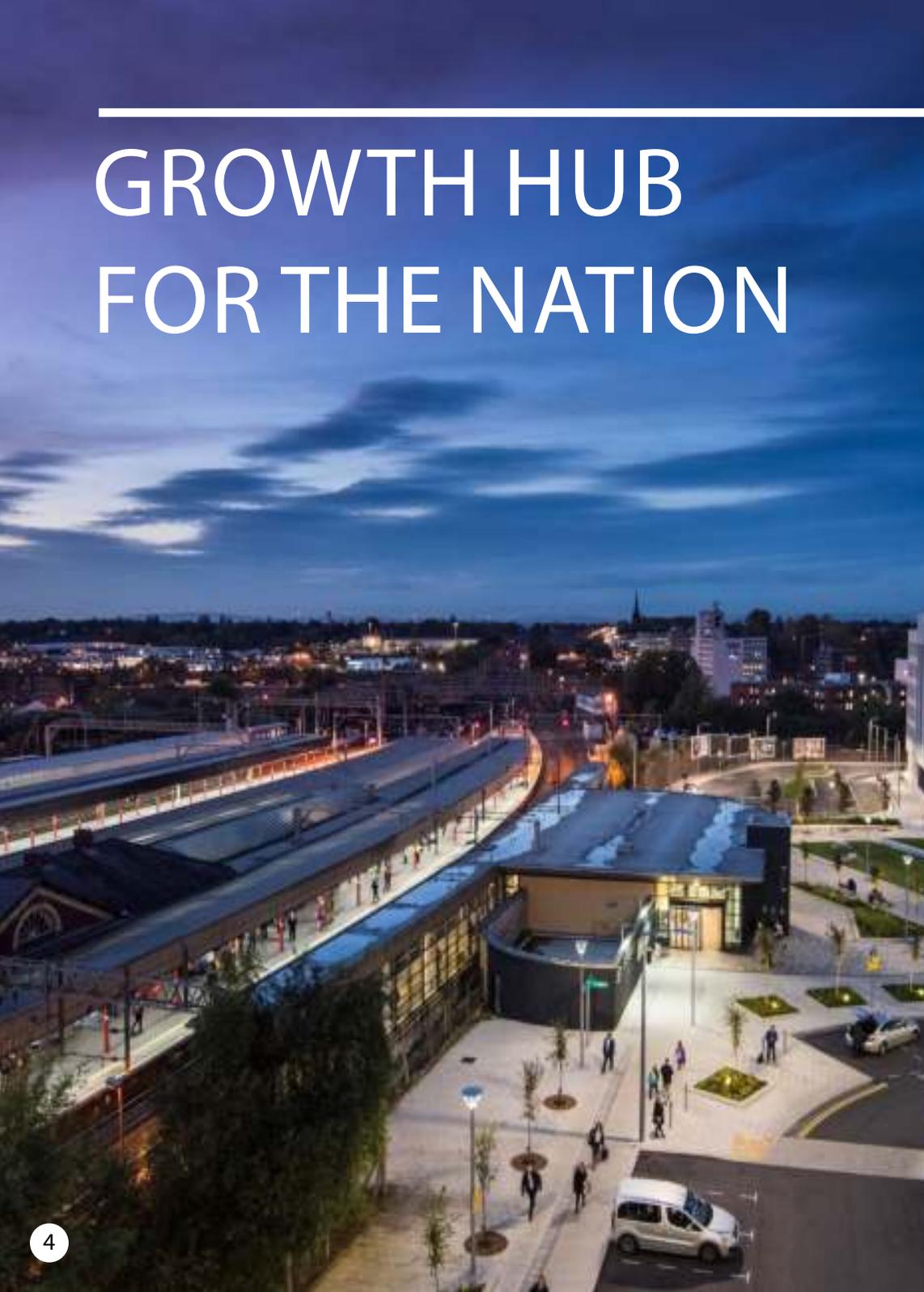
With our increasingly successful economy, track record of delivery, forward thinking plans and great geographical location Stockport represents a great investment for the future...



“Stockport is already one of the busiest stations in the north of England, with over 5 million passengers per year. Strategically located as the Southern Gateway to Greater Manchester and beyond, it is an established and growing rail hub. The aim of this document is to highlight how with the new opportunities that the Mayoral Development Corporation give us we aim to fast track delivery of not only station improvements but wider growth in and around our town centre”

EDINBURGH	227 MILES
NEWCASTLE	150 MILES
MANCHESTER	7 MILES
MANCHESTER AIRPORT	5 MILES
BIRMINGHAM	86 MILES
OXFORD	160 MILES
BRISTOL	167 MILES
CARDIFF	191 MILES
LONDON	200 MILES

GROWTH HUB FOR THE NATION



Stockport has a huge contribution to make to rebalancing the UK economy. The powers and ambition of the MDC can act as the driving force and catalyst to make sure this happens quickly, efficiently and for the benefit of residents, businesses and wider visitors.

WHAT IS THE HUB ABOUT?

- Rail – making the most from **HS2** and increasing connectivity
- Jobs – around **5000 jobs**, building on the success of Stockport Exchange
- Housing – a key support to **3500 new homes** within the MDC area & 1500 within the wider town centre
- Multi-modal – creating an even stronger **modal integration**
- Future ready - providing a **transit-orientated hub** whose facilities serve the surrounding community as well as rail passengers in a sustainable way
- People – linking people and maximising **social and wellbeing** value in a quality place
- Town Centre –unlocking **£1bn town centre development** funding

THE MDC... ACCELERATING & DELIVERING
GROWTH

THE MDC... ACCELERATING GROWTH

An aerial architectural rendering of the MDC (Manchester Development Centre) in Stockport. The image shows a dense cluster of modern buildings with brick facades and green roofs, situated next to a large railway viaduct. The surrounding area includes existing residential buildings and green spaces.

The purpose of the MDC is to facilitate growth and change with a new leading edge urban neighbourhood, having the station at its heart, providing outstanding connectivity. The MDC area and adjacent Stockport Town Centre will work together to form a powerful transit-orientated growth hub.



Stockport West MDC



Stockport Interchange



Stockport Exchange

STOCKPORT

CHANGE HERE...

Stockport is a place with a great history, a place where the River Mersey flows from and a key powerhouse both past and future. With HS2 and wider rail and Metrolink proposals emerging connectivity will be even greater in the future, adding resilience to Central Manchester and helping create a stronger southern compass point in Greater Manchester's offer.

In the early 2010's, Stockport commenced delivery of their vision to undertake a wholesale redevelopment of the town centre. The initial stages of this were Phase 1 of the Stockport Exchange (Muse) development and the Red Rock complex. These sat along Highways interventions including the Town Centre Access Package (TCAP) and A6 Manchester Airport Relief Road (MARR) that was opened in 2019.

Following that we embarked on development of plans for redevelopment of Stockport Bus Station into 'Stockport Interchange', including significant residential

development, new public transport amenities and a clear direct link to and from Stockport Station, something that due to topography and historical development has been missing in the past. That link also forms a key part of a chain of activity from Edgeley to the West through to the town centre core, linking modes and communities far better than ever. Those designs are now at tender stage, with development due to commence in 2021.

The next step is to take forward plans developed in the 'Stockport West Strategic Regeneration Framework' developed during 2019, which now form a major part of the UK's first Mayoral Development Corporation focussed on Town Centre regeneration. Plans include nearly 3500 low carbon homes in a highly sustainable location and setting to match, up to and around the station. Our vision is that this will be a leading urban neighbourhood to match the best in Europe and lead the way in the UK.



We are already on our new journey...

Working with the MDC, you can help us accelerate this...

RAIL CONTEXT

Stockport Station is in a significant location in terms of its rail connectivity at a national, regional and local level. It is in the top 10 most-used stations in the north west of England (and 3rd outside of Central Manchester and Liverpool), and has direct connections to major cities and towns such as Central Manchester, Sheffield, Crewe, Macclesfield, Stoke-on-Trent, Birmingham, Nottingham, Bristol and London, as well as into rural hotspots such as Wales and the Peak District.

There are presently 15 passenger trains per hour in each direction stopping at Stockport, including three services between Manchester and London, and two between Manchester, Birmingham and the South West.

For the first time in 20 years, there is a new franchisee, Avanti West Coast, operating services on the West Coast Mainline and running Stockport Station. As part of their franchise offer, they are required to invest heavily in station upgrades, both in terms of

passenger facilities, and also redevelopment of stations into wider community assets. Avanti has identified Stockport Station as one of 4 stations where they propose to work collaboratively with the Local Authority to push station redevelopment forward. This is a significant opportunity for Stockport Council to push forward with the plans set out in this document

STOCKPORT STATION USERS:



OVER 5,000 PEOPLE COMMUTE DAILY BETWEEN STOCKPORT AND MANCHESTER

Travelling between Manchester City Centre and Stockport by rail is achievable in less than 10 minutes, and with Stockport's strategic location on the rail network is easily accessible for commuters from across Cheshire, Derbyshire and South Manchester. The station experiences high levels of both outward and inward commuting.



NEARLY 1 MILLION INTERCHANGERS A YEAR

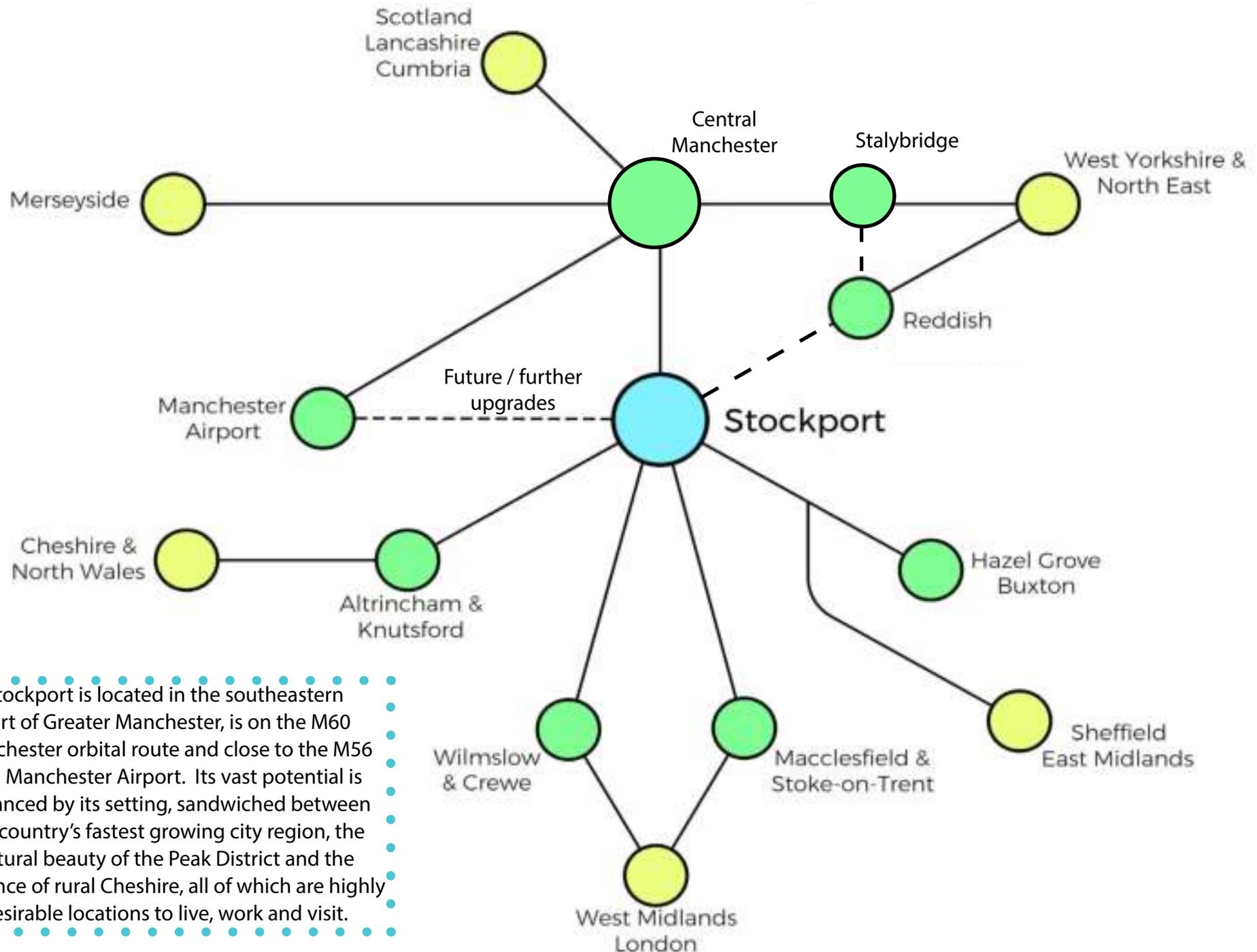
With Stockport's location on the network, it is a key interchange location for local residents of GM and Cheshire who wish to travel further afield. For example, travel to Sheffield is achievable in 40 minutes, Liverpool in 70 minutes and Birmingham in 80 minutes.



STOCKPORT TO LONDON IN UNDER 2 HOURS

Travel from Stockport to London is achievable in less than 2 hours, and because of Stockport's strategic location on the wider transport network, it is used as a railhead for extensive parts of Greater Manchester in preference to Piccadilly. This use is not necessarily captured in passenger data.

STOCKPORT: CENTRAL PLACE



Stockport is located in the southeastern part of Greater Manchester, is on the M60 Manchester orbital route and close to the M56 and Manchester Airport. Its vast potential is enhanced by its setting, sandwiched between the country's fastest growing city region, the natural beauty of the Peak District and the affluence of rural Cheshire, all of which are highly desirable locations to live, work and visit.

CURRENT ISSUES

1

CONNECTIVITY AND ACCESSIBILITY ACROSS THE RAILWAY FOR CURRENT AND FUTURE COMMUNITIES

2

RAIL CAPACITY CONSTRAINTS PREVENTING COMMITTED ADDITIONAL SERVICES FROM BEING DELIVERED

3

POOR QUALITY AND INSUFFICIENT STATION FACILITIES FOR CURRENT AND FUTURE PASSENGER NUMBERS

4

BARRIERS AND CONSTRAINTS TO PASSENGER CIRCULATION THROUGH & WITHIN STATION

Whilst progress has been made in the quality of the environment around Stockport Station in recent years, there are still significant issues that exist, both within the station itself, and also in the way that the station and railway interact with the surrounding area. The railway creates severance between Stockport West / Edgeley and the town centre, exacerbating an already marked difference in quality of life between the two communities. These issues need to be addressed in collaboration with key stakeholders.

Network Rail, TfGM and Avanti West Coast all recognise issues including asset condition, poor station amenities, passenger flow and H&S risks themselves, and are committed to working with us to realise our ambition for the station. Furthermore, the need to unlock rail capacity in the Stockport area to simply deliver existing franchise commitments in advance of future growth is a priority...

IMMEDIATE ENVIRONMENTAL ISSUES:



Poor cross station connectivity for non-station users



Limited circulation space for future growth



Limited platform capacity now and for station growth



Lack of quality retail space and other amenities



Sidings to the west as a severance



Station has a poor presence facing the key Edgeley catchment



Multiple level changes between platforms for passengers



Pinchpoints on passenger routes including at ticket gates and perceived barrier for non-station users



Rail capacity constraints to the south (Greek Street Bridge) and north (Slade Lane Junction) of the station



Outdated passenger facilities

OPPORTUNITIES

1

SUBSTANTIAL DEVELOPMENT OF HOMES, BUSINESSES & OTHER FUNCTIONS TO COMPLEMENT MANCHESTER CITY CENTRE

2

UNLOCKING RAIL CAPACITY ACROSS GREATER MANCHESTER, CHESHIRE AND DERBYSHIRE

3

PLACING STOCKPORT STATION AT THE VERY HEART OF A NEW COMMUNITY LINKING STOCKPORT WEST TO THE TOWN CENTRE

4

BECOMING A SOUTHERN GATEWAY FOR GREATER MANCHESTER, AND ATTRACTING INWARD INVESTMENT & ECONOMIC GROWTH

As outlined on the previous pages there are a variety of opportunities that align to create a vastly improved station, but which also open up wider opportunities at local and strategic level. Ultimately Stockport can continue its growth towards the ultimate Southern Gateway for Greater Manchester, offering increased resilience for

and complementary to Central Manchester in particular, working alongside other investments such as Crewe Hub and Manchester Airport. Stockport's location on the rail network is such that by unlocking capacity here, there are significant wider rail network and service implications that are already desperately needed.

IMMEDIATE OPPORTUNITIES:



Facilitating growth for the MDC area and town centre



HS2 and other rail services



Tram train / Metrolink to Airport, East Didsbury and beyond



Growing the successful business hub further



Creating a new place between communities



A clear station amenities area



Improved through movement



Parking on west side for all modes with improved access from M60 and by all active mode routes



Interchange and linkages between all modes, as a Mass Transit Corridor



A Southern Gateway to aid Greater Manchester's resilience

A VISION FOR STOCKPORT STATION



The vision for Stockport Station has been created with the issues, opportunities and ability to accelerate current growth in mind. The aim is to incrementally develop a place that serves many functions, including a community and transit hub and a destination in its own right.

The station itself will be a 21st century thriving multi-modal transport hub, with capacity and facilities suitable for all travellers, recognising the different needs of different personas. Interchange between rail, Metrolink, bus and active modes will be seamless, and station facilities will be outward-facing, supporting the surrounding communities.

This is a delicate blend of economic, environmental and social opportunities and interventions, fast-tracking the next stages of what has already commenced. Ultimately this will be a highly sustainable place with a world class environment exploiting the USP of connectivity for the MDC, Town Centre and wider area.

By unlocking rail capacity in the Stockport area working with rail industry partners, wider transport challenges will be addressed.





Memorable places



Commercial meets station



Spaces for life



Supporting residential

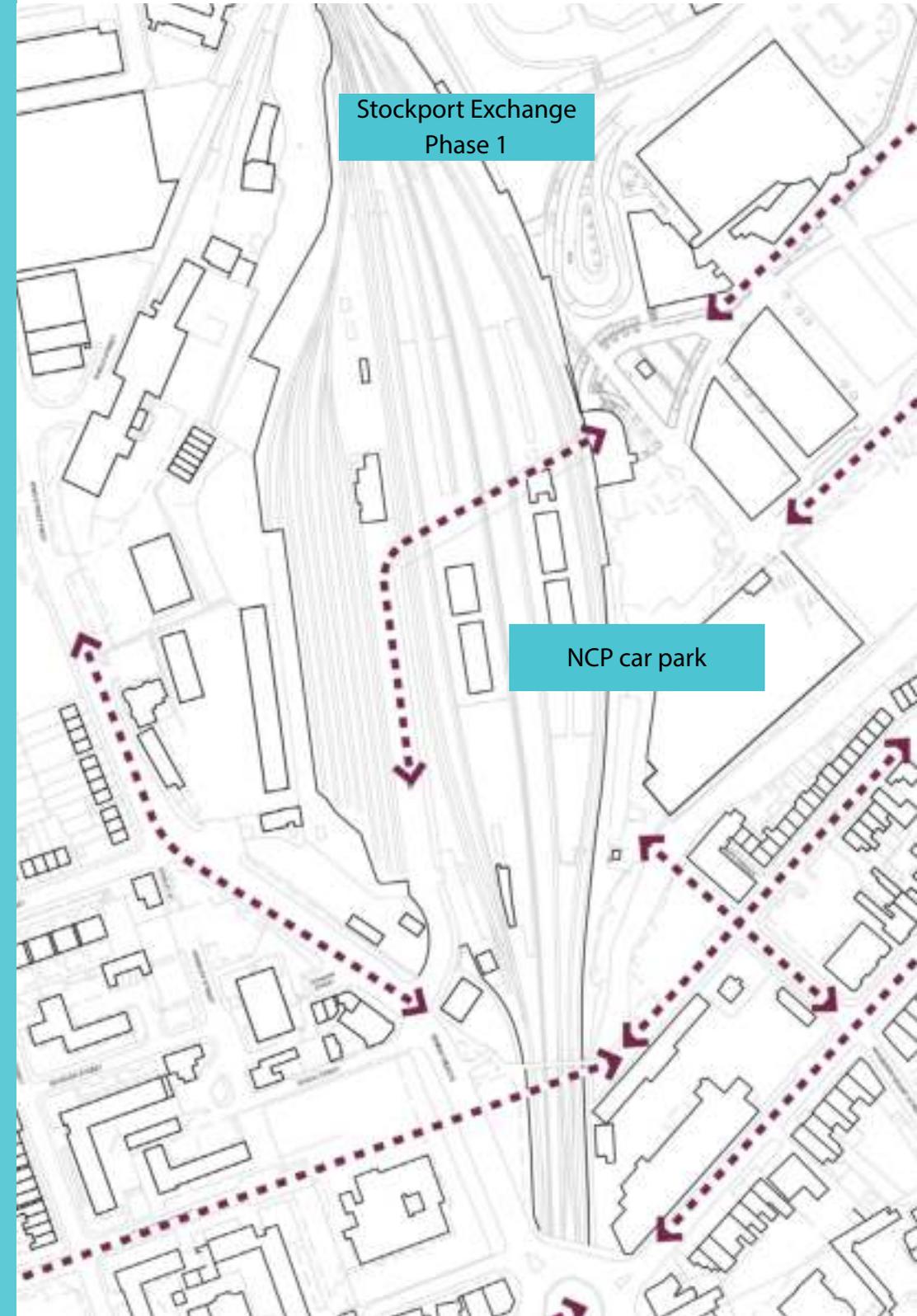


Functional multi-level station

PHASE 0

BASELINE (CURRENT)

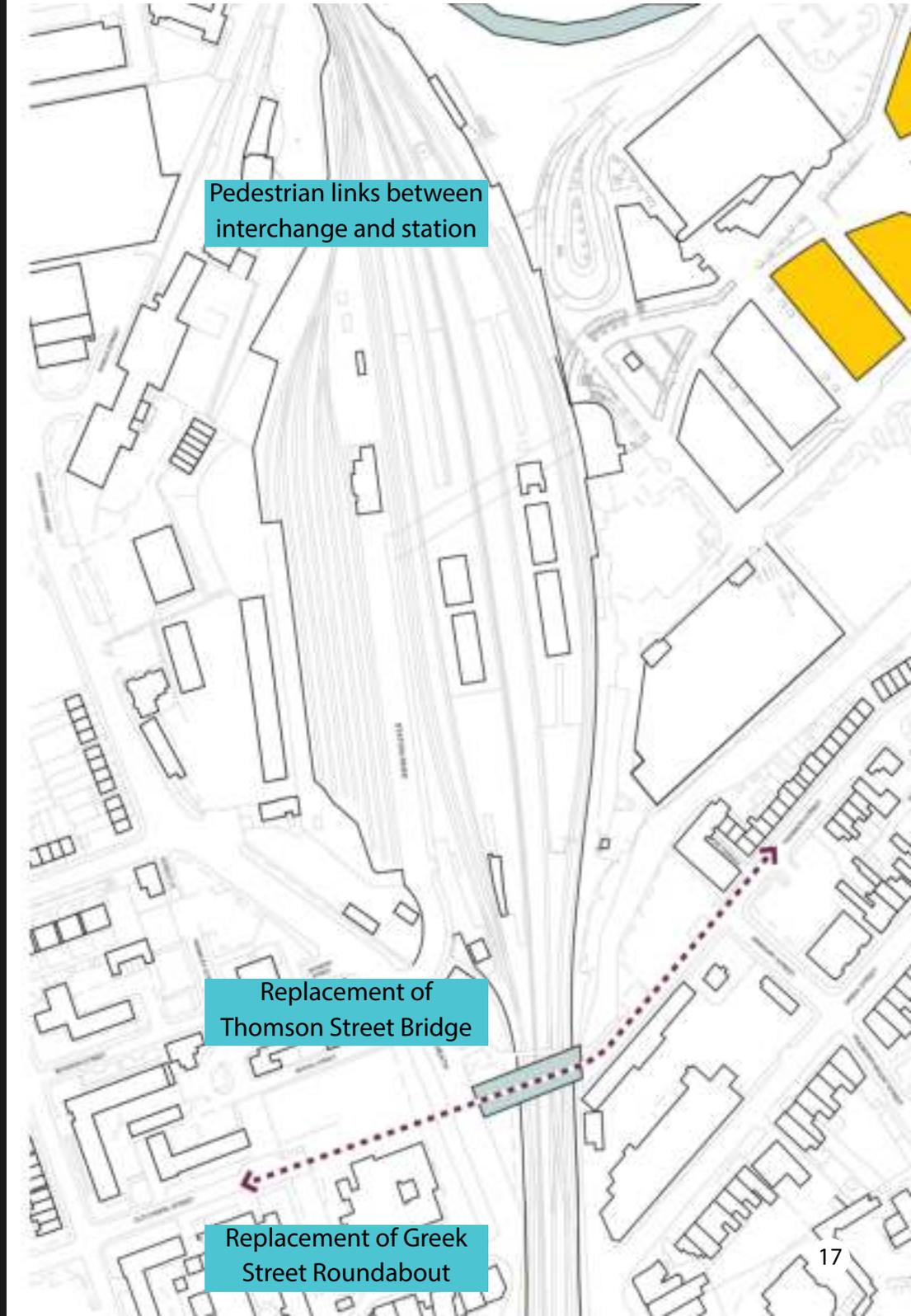
PROJECT	BENEFITS
NCP Car park	Support Stockport Exchange Development and station parking
Stockport Exchange Phase 1	New employment, hotel and leisure opportunities, new gateway and public realm
Wider commercial and highways schemes	Reduction of traffic on A6 and changes around SRF area. Facilitation of new development schemes



PHASE 1

CONNECTIVITY IMPROVEMENTS (0-3 YEARS)

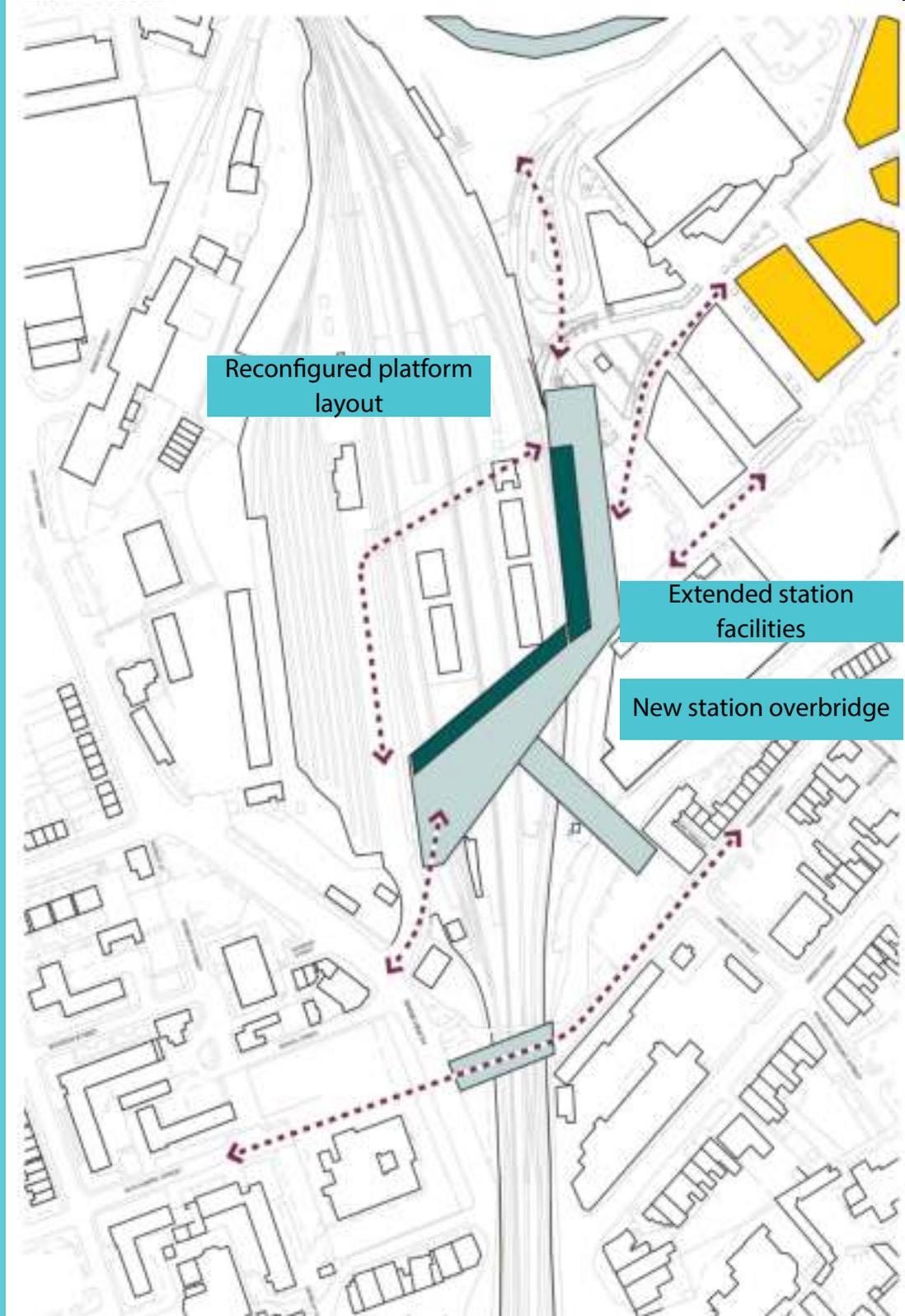
PROJECT	BENEFITS
Replacement of Thomson Street Bridge	Improved active modes access across the railway and to the station
Replacement of Greek Street roundabout	Widen the rail corridor and remove capacity pinch points
New Stockport bus interchange	Integrated transport, new park and development platform
Pedestrian links between interchange and station	Easier rail to bus interchanges and improved active modes access to the station



PHASE 2

STATION PHASE (4-6 YEARS)

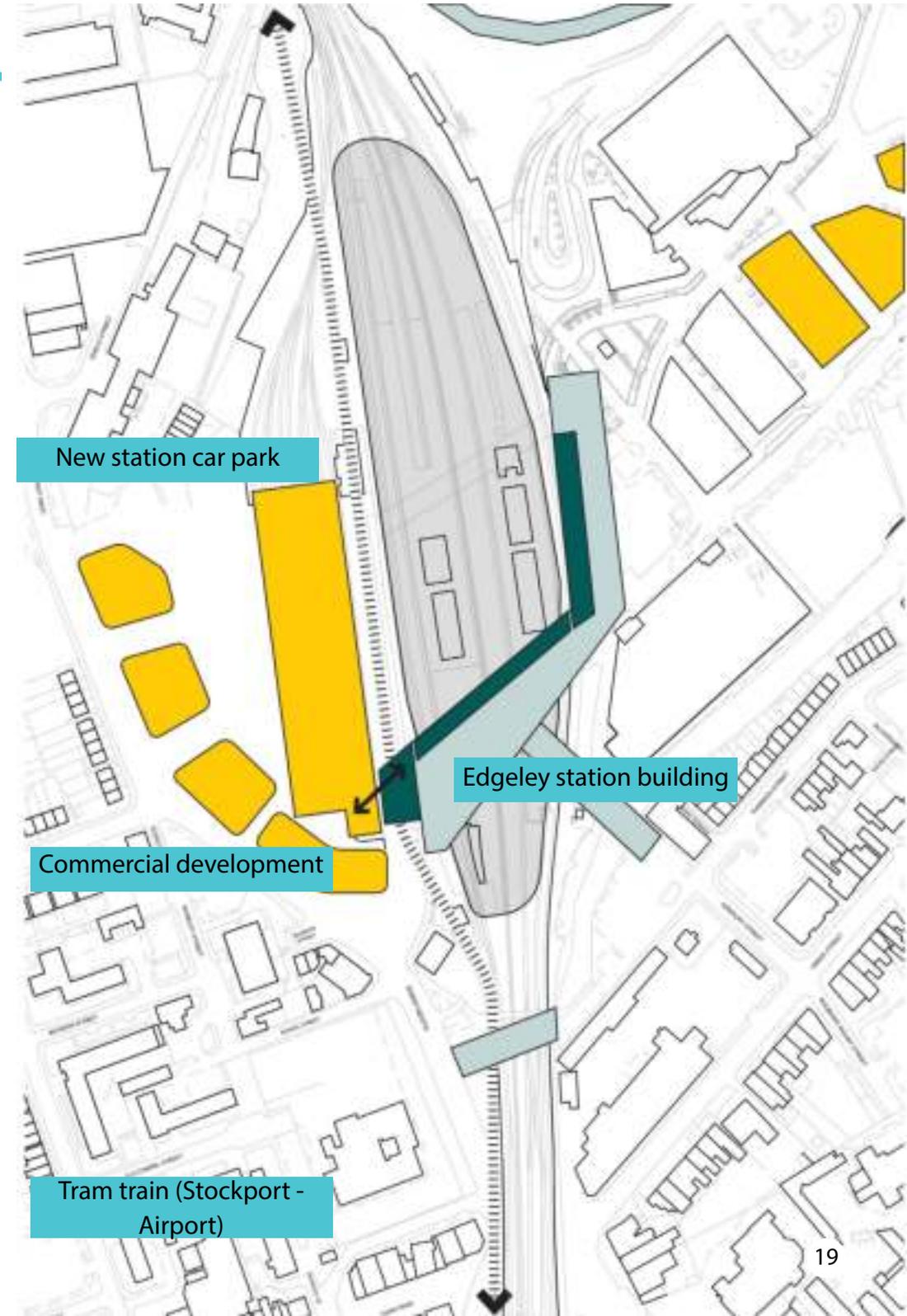
PROJECT	BENEFITS
New station overbridge	Improved access to platforms and removes east-west severance
Extended station facilities	Additional commercial opportunities and improved customer experience
Reconfigured platform layout	Increased track and platform capacity, enabling additional services
Metrolink extension (East Didsbury - Stockport)	Further growth of Metrolink radial route and new journey opportunities



PHASE 3

TRANSIT PHASE (7-9 YEARS)

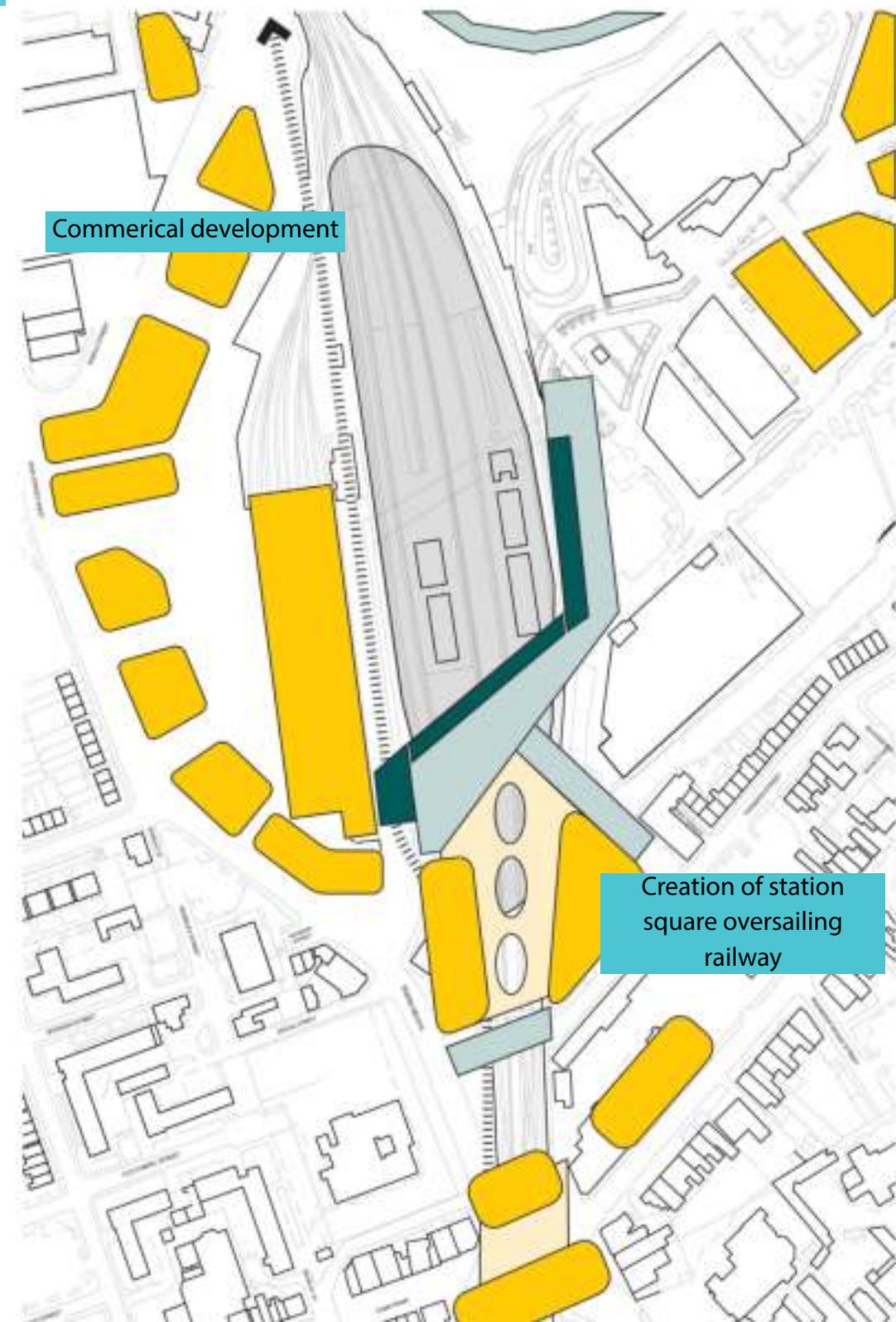
PROJECT	BENEFITS
New station car park	Improved access to the station car parking from the M60
Edgeley station building	Higher profile for railway station from Edgeley and MDC
Commerical development	Increased employment activity around hub
Tram train (Stockport - Airport)	Direct rail link from Stockport to the Airport and new journey opportunities



PHASE 4

EDGELEY PHASE (10-12 YEARS)

PROJECT	BENEFITS
Creation of Station Square oversailing railway	Further enhancements to pedestrian route between Edgeley and town centre
Commerical development	Increased employment activity around hub



Commerical development

Creation of station square oversailing railway

PHASING AND DELIVERY



ACHIEVED	CONNECTIVITY IMPROVEMENTS	STATION PHASE	TRANSIT PHASE	EDGELEY PHASE
DONE	0-3 YEARS	4-6 YEARS	7-9 YEARS	10-12 YEARS
COST: £70M	COST: £100-200M	COST - £50-100M	COST: £100-150M	COST: £80M
KEY PARTNERS TfGM, GMCA	KEY PARTNERS TfGM, Bus Operators, Developers, MDC, Stockport Council, Muse Development, GMCA, Network Rail	KEY PARTNERS TfGM, TfN, Network Rail, Rail operators, Metrolink, Communities, GMCA	KEY PARTNERS TfGM, TfN, GMCA, Rail Operators, Network Rail, Commercial Developers	KEY PARTNERS TfGM, GMCA, Commercial Developers, Rail Operators, Communities, Commercial Developers
OUTPUTS (DESIGN) Stockport West SRF, Interchange design Station Masterplan	OUTPUTS (DESIGN) Stockport station detailed design (for Phase 2) Metrolink extension design	OUTPUTS (DESIGN) Station car park detailed design (for Phase 3) Stockport West SRF Tram train to Airport design	OUTPUTS (DESIGN) Station square detailed design Further development of Stockport West SRF	OUTPUTS (DESIGN) NA
OUTPUTS (DELIVERY) NCP Car Park Stockport Exchange Phase 1 Wider commercial and Highway schemes	OUTPUTS (DELIVERY) Replacement of Thomson Street bridge Replacement of Greek Street roundabout New Stockport bus interchange pedestrian links between interchange and station Stockport County FC upgrade	OUTPUTS (DELIVERY) New station overbridge Extended station facilities Reconfigured platform layout Metrolink extension	OUTPUTS (DELIVERY) New station car park Edgeley station building Commercial development on King Street West Tram train to Airport Housing in SRF area	OUTPUTS (DELIVERY) Creation of Station Square oversailing railway Commercial development to the south

ACCELERATED DELIVERY DRIVEN BY THE MDC...

BENCHMARK COSTINGS



KIRKSTALL FORGE AND APPERLEY BRIDGE NEW STATIONS (WEST YORKSHIRE)

c£16m per station / 5 years

Station platforms, footbridge and lifts, car parking and pedestrian access

BIRMINGHAM NEW STREET

c£620m / 6.5 years

Station and place

MANCHESTER VICTORIA

c£55m / 2 years

Station roofscape and Metrolink

NOTTINGHAM

c£60m + Track / 2 years

Track and signals / Facades and new concourse to tram



OUR ASK



- HELP THE MDC DELIVERY USING NEW POWERS AND RESPONSIBILITIES
- FAST-TRACK SCHEMES FOR ONE COMMON GOAL, PROGRAMMING AND RESOURCING US EARLY
- JOIN OUR DELIVERY GROUP IN A PROACTIVE WAY
- SIMPLIFY PROCESSES AND PROTOCOLS, PARTICULARLY CROSS ORGANISATION
- IDENTIFY, SUPPORT AND DELIVER FUNDING STREAMS
- OFFER SKILLS, SUPPORT AND ENCOURAGE PUBLIC AND PRIVATE SECTOR INNOVATION
- RAISE THE IMPORTANCE FOR THE UK AND NORTH AS AN ACTIVE CHAMPION

JOIN US FOR THIS EXCITING JOURNEY ...

RAIL INDUSTRY ASK



- FUNDING TO UPGRADE LIFE-EXPIRED ASSETS SUCH AS GREEK STREET BRIDGE AND THE RAIL SIGNALLING SYSTEM
- FUNDING AND SUPPORT TO PROGRESS THE STATION REDEVELOPMENT AND RAIL CAPACITY ISSUES
- RAISE THE PRIORITY OF STOCKPORT STATION WITH RAIL INDUSTRY PARTNERS INCLUDING DFT, TRANSPORT FOR THE NORTH, NETWORK RAIL AND AVANTI WEST COAST
- SECURE COMMITMENT FROM PARTNERS TO WORK COLLABORATIVELY WITH US TO MAKE THIS HAPPEN.

LETS MAKE THIS
MOVE FORWARD
TOGETHER...



STOCKPORT
METROPOLITAN BOROUGH COUNCIL

STOCKPORT MDC
NEWEST | COOLEST | GREENEST



BDP.

open
optimised environments